The Hong Kong Daily Press.

No. 8656 第八千六百五十六號 光緒十一年八月十一日 HONGKONG, SATURDAY, SEPTEMBER 19TH, 1885. 禮拜六 香港九月十九號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

September 18, PEKING, British steamer, 954, Heuermann, Shanghai 15th September, General.—SIEMSSEN & Co.

September 18, HARTER, British steamer, 1,196, Grandin, Swatow 17th September, General. —RUSSELL & Co.

September 18, DOUGLAS, British steamer, 982, Young, Foochow 15th September, Amoy 16th, and Swatow 17th, General.—DOUGLAS LAPRAIK & Co.

September 18, TAICHIOW, British steamer, 862, James Jordan, Bangkok 11th September, General.—YUEN FAT HONG.

September 18, SOUTH AMERICA, American ship, 1,694, Fowle, Cardiff 11th June, Coals.—ORDER.

September 18, TRITOS, German steamer, 1,140, Bleicken, Bangkok 11th September, Rice and General.—ED. SCHELLHASS & Co.

September 18, TING-YUEN, German corv., 7,000, A. F. Voss, Singapore 13th September.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
18TH SEPTEMBER.

Pechili, British str., for Swatow.
Bantam, Dutch str., for Amoy.

DEPARTURES.

September 18, CHI-YUEN, British steamer, for Whampoa.

September 18, DJEMNAH, French steamer, for Shanghai.

September 18, MENZALEH, French steamer, for Yokohama.

September 18, BANTAM, Dutch str., for Amoy.

PASSENGERS.

ARRIVED.

Per *Peking*, str., from Shanghai.—1 European, and 64 Chinese, deck.

Per *Harter*, str., from Swatow.—480 Chinese.

Per *Douglas*, str., from Coast Ports.—1 European and 123 Chinese, deck.

Per *Taichiow*, str., from Bangkok.—Capt. Wagman, and 116 Chinese.

Per *Tritos*, str., from Bangkok.—28 Chinese.

REPORTS.

The British steamer *Harter* reports left Swatow on the 17th September, and had fine weather and light N.E. wind.

The British steamer *Peking* reports left Shanghai on the 15th September, and had N. and W. wind to Tung-ying; moderate N.E. and E. to arrival with fine weather throughout.

The British steamer *Taichiow* reports left Bangkok on the 11th September, and had moderate S.W. and S. winds with fine, clear weather to Pulo Obi; thence to port strong N.E. winds and high sea; weather thick and squally.

The British steamer *Douglas* reports left Foochow on the 15th September, had moderate N.E. wind and fine weather. Left Amoy on the 16th, had moderate S.E. wind and fine weather. Left Swatow on the 17th, had light Northerly wind and fine weather. In Foochow strs. *Tannadice*, *Kiang-piau*, and *Merionethshire*, ships *Hedvig*, *Albatros*, *Amity*, *G. H. Wappaus*, *Hugo & Otto*, and *Claro Babuyan*. In Amoy strs. *Atholl* and *Hailoong*. In Swatow strs. *Clara*, *Vortigern*, and *Analista*.

FOOCHOW SHIPPING.

September— ARRIVALS.
5, Albatross, British corv., from a cruise.
6, Fokien, British str., from Hongkong.
7, Nanzing, British str., from Shanghai.
8, Orestes, British str., from Shanghai.
8, Claro Babuyan, British bark, from Sharp Peak.
8, G. H. Wappaus, British bark, from Sharp Peak.
9, Namoa, British str., from Amoy.
9, Hedvig, British bark, from Sharp Peak.
10, Tannadice, British str., from Hongkong.
11, Galley of Lorne, Brit. str., from Shanghai.

September— DEPARTURES.
6, Kiang-piau, Chinese str., for Shanghai.
7, Albatross, British corvette, for a cruise.
7, Fokien, British str., for Hongkong.
8, Catterthun, British str., for Australia.
9, Sir Kolga, British bark, for Tientsin.
10, Glamis Castle, British str., for London.
10, Nanzing, British str., for Shanghai.
10, Orestes, British str., for London.
11, Namoa, British str., for Hongkong.
11, Meifoo, Chinese str., for a cruise.

NAGASAKI SHIPPING.

August— ARRIVALS.
27, Cuthona, British sch., from Shanghai.
28, Hampshire, British str., from Kobe.
28, Hiogo Maru, Jap. str., from Wladivostock.
29, Hever, German str., from Korea.
29, Albany, British str., from Shanghai.
29, Wanderer, British sloop, from P. Hamilton.
30, Trenton, Amr. frigate, from a cruise.
31, Hiroshima Maru, Jap. str., from Kobe.
31, Ghazee, British str., from Yokohama.

September—
1, Nagoya Maru, Jap. str., from Shanghai.
1, De Bay, British str., from Shanghai.
2, Deuteros, German str., from Hongkong.

August— DEPARTURES.
27, Welle, German str., for Wladivostock.
27, Trenton, Amr. frigate, for a cruise.
27, Ossipee, Amr. corv., for Yokohama.
27, Marion, Amr. corv., from Jenchuan.
27, Kaimon-kan, Japanese corv., for Korea.
27, Nierstein, British str., for Shanghai.
28, Cito, German str., for Tientsin.
29, Merionethshire, British str., for Shanghai.
31, Hampshire, British str., for Hongkong.
31, Albany, British str., for Yokohama.
31, Hever, German str., for Shanghai.
31, Trenton, Amr. frigate, for Yokohama.

September—
1, Cuthona, British sch., for Amoy.
1, Hiroshima Maru, Jap. str., for Shanghai.
1, Nagoya Maru, Japanese str., for Kobe.
1, Cockchafer, British g-bt., for P. Hamilton.
2, Nautilus, German g-bt., for Yokohama.

T. ALGAR AND COMPANY. HOUSE AND ESTATE AGENTS, RENTS COLLECTED.
BROWN, JONES & CO., UNDERTAKERS, MOURNING STATIONERY, &c., MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [22

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1885.

WEEK DAYS. Leaves Kowloon	Leaves Hongkong	SUNDAYS. Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	*10.15 "	11.00 "	12.00 NOON.
10.45 "	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 "	1.30 "	2.00 "
1.30 "	2.00 "	2.30 "	3.00 "
2.20 "	3.00 "	3.30 "	4.00 "
3.30 "	4.00 "	4.15 "	4.30 "
4.15 "	4.30 "	4.50 "	5.10 "
4.50 "	5.10 "	5.25 "	5.40 "
5.25 "	5.40 "	5.55 "	6.15 "
5.55 "	6.15 "	6.45 "	7.00 "
6.45 "	7.00 "	7.15 "	
7.15 "			

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [30

INTIMATIONS.

AUTUMN 1885.
200 CARPETS!
500 PAIRS OF CURTAINS!!
100 BEDSTEADS!!!
TO SELECT FROM.

LANE, CRAWFORD & Co. beg to announce that they have just received their New Stock of CARPETS and FURNISHING GOODS in this Season's Designs, Comprising—

"Brussels Carpets" in Art Colorings with Borders and Rugs to match.

"Chlidema" Carpets in Art Colorings with Borders and Rugs to match.

Westminster Carpets in Art Colorings with Borders and Rugs to match.

"Kensington Carpets," Seamless, Bordered, Fringed and Reversible. These Carpets, the most artistic production of the English Loom are woven in one piece without seam, may be used on either side, can be had in a variety of patterns and sizes, and are inexpensive and durable. A Splendid Collection of Real Indian and Persian Rugs, a large assortment of Koula and Scinde Rugs, Daghestan & Yuiordes Rugs in Oriental designs, an immense variety of Axminster and Velvet Hearth Rugs, Sheepskin Rugs, and Mats in all Colorings.

Nottingham Lace Curtains in White and Ecru, from $2.00 per pair.

Madras Muslin Curtains, beautifully colored in art designs.

Applique Lace Curtains and Antimacassars.

A large assortment of Tapestries in Silk and Wool for Curtains and Covering Furniture.

Our usual Stock of Bedsteads has been supplemented by a variety of New Patterns in Brass and Brass and Iron, from $10 each.

Children's Cots in great variety.

"Excelsior" and Woven Wire Spring Mattresses in all sizes; Folding Beds and Hammock Cots, &c., &c., &c. [26

KELLY AND WALSH, LIMITED, HAVE JUST RECEIVED.

Wade's Tzu Erh Chi: Colloquial Series—7.50.
Berlin Society, by Count Paul Vasili—Trans.
Photographs of Chinese Dragon Procession.
New Cabinet Photos of Beauties & Actresses.
Herbert Spencer's Works—Uniform Edition.
A Large Stock of Volumes of Music, Vocal and Instrumental, including Gems of English Song, Gems of German Song, Gems of Scottish Song, Galaxy of Song, Song Folio, Piano at Home, Four Hand Treasure, Minstrel Songs, Old and New; Gems of Waldteufel, Gems of Strauss, Guitar at Home, Ditson's Organ Selections, La Crême de la Crême, Norway Music Album, &c., &c.
Automatic Copying and Black Lead Pencils.
Supplies of Copying and Black Leads for do.
A very large Stock of Cheap MS. Books.
Princess Beatrice Bridal March.
Whyte Melville's Novels—Cheap Editions.
Cavendish Music Books—A Series of full Music Sized Collections of Standard and Popular Vocal and Instrumental Music—40 Cts. each.
Rodger's Pocket Knives.
A Large and very fine selection of Briar Root Pipes, Meerschaum Pipes, Cigar and Cigarette Holders, &c., &c.
CIGARETTES in splendid condition—Sweet Caporals—Little Beauties—Richmond Gem—Straight Cut—El Cometa Oriente—Perfection—Half Caporal—Caporal.
TOBACCOS—Will's Bristol Bird's Eye—Will's Three Castles—Will's Four Seasons—Cope's Golden Cloud—Cope's Straight Cut—Richmond Gem—Richmond Mixture—Bright American Bird's Eye—Cut Cable Coil—Sweet Caporal—Caporal.

KELLY & WALSH, LD., HONGKONG.
26]

W. BREWER has just received

Stephens's International Law.
Thorpe's History of Japan.
English Student Life in Pekin.
Lawn Tennis Score Sheets.
Lawn Tennis as a Game of Skill, by Reile.
Chauvenet's Spherical & Practical Astronomy.
Electric Machines by Higgs.
Mark Twain's Birthday Book.
Surgical Handicraft, by Pye.
Praeterita by Ruskin.
Nares's Seamanship, New Edition.
Reed's Engineers' Guide, 11th Edition.
A. B. C. Telegraph Codes.
Summer Nos. of Argosy, All the Year Round, Cassells, Graphic, Illustrated.
Cash Boxes, Despatch Boxes.
Letter Scales in all Sizes.
Oak Stationery Cases.
Pocket Knives, Pocket Pencils.
Hinde's Curling Pins.
Playing Cards in Boxes, Bezique.
New Photos of Fashionable Beauties.
Great Variety in Photo Albums and Frames.
Tennis Shoes, Walking Shoes, Children's Shoes, Ladies' Indoor Shoes.

W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

A YOUNG FOREIGNER with knowledge of the ENGLISH, FRENCH, GERMAN, DUTCH and two INDIAN LANGUAGES, seeks EMPLOYMENT here or elsewhere. Is willing to do anything. Letters with particulars expected under letter C. B, Office of this Paper.

Hongkong, 15th August, 1885. [1488

NOTICES OF FIRMS.

NOTICE.

I HAVE THIS DAY Established myself as GENERAL COMMISSION AGENT.
H. DETMERING.

Canton, 1st September, 1885. [1593

NOTICE.

THE Undersigned have been nominated by Special Appointment COMMERCIAL AGENTS for the FOREIGN BUSINESS of His EXCELLENCY the VICEROY of CHIHLI.
RUSSELL & Co.

Hongkong, 11th July, 1885. [1467

NOTICE.

NOTICE is hereby given that the Business of the SUN KWONG LOONG SHOP at Sandakan was carried on by WONG TIN LUI, U SIN CHEONG TONG, and WONG SAU CHUEN, in Co-Partnership, and that WONG TIN LUI and U SIN CHEONG TONG out of a desire to embark in some other Business, have transferred their Shares of the above-mentioned Shop to WONG SAU CHUEN. All the Chattels, Stock-in-trade and Outstanding Accounts of the SUN KWONG LOONG SHOP as well as its Debts and Loans will be no concern of WONG TIN LUI and U SIN CHEONG TONG hereafter.

WONG TIN LUI,
U SIN CHEONG TONG,
WONG SAU CHUEN,
SUN KWONG LOONG SHOP.

Sandakan, 24th August, 1885. [1533

NOTICE is hereby given that on the 3rd day of June last, YEUNG YUK CHI and his Son YEUNG HEE KUM (the latter having been the Manager) retired from the Business of the HOO TAI LOONG SHOP, No. 50, Praya Central, and Sold all their own Shares of the Business to YEUNG MING LAI TONG who had been until then Partners or Shareholders. Settlement of Accounts has been made. The said YEUNG MING LAI TONG will not hold themselves Responsible for any Debts, Old or New, contracted by the said YEUNG YUK CHI or his Son YEUNG HEE KUM.

Creditors and Debtors are also hereby requested to send their contracts to be signed by YEUNG TSO MAN, YEUNG MAN FUNG, and YEUNG KING SHAN, or certified by the putting on the same documents of the Chop of HOO TAI LOONG MING KEE.

Hongkong, 12th August, 1885. [1470

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	500,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—Hon. F. D. SASSOON.
Deputy Chairman—A. MCIVER, Esq.

H. L. Dalrymple, Esq.	E. E. Sassoon, Esq.
H. Hoppius, Esq.	W. H. Forbes, Esq.
M. Grote, Esq.	C. D. Bottomley, Esq.
Hon. W. Keswick	A. P. McEwen, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 24th August, 1885. [6

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 8th May, 1885. [893

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.
H. A. HERBERT,
Manager, Hongkong Branch.

Hongkong, 6th July, 1885. [8

IN THE MATTER OF THE ESTATE OF SIR HARRY SMITH PARKES, Knight Companion of the Most Honourable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of SAINT MICHAEL and SAINT GEORGE, lately Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of China, Deceased.

NOTICE is hereby given that all Persons having any CLAIMS or DEMANDS upon or against the Estate of the said Sir HARRY SMITH PARKES, who died in Peking, in the Empire of China, on the 22nd day of March, 1885, and Letters of Administration to whose Estate were granted by the Supreme Court of Hongkong, in its Probate Jurisdiction, to the Undersigned, one of the Executors named in the Will of the Deceased, are hereby required to send in writing to the Undersigned, on or before the 31st day of October, 1885, the full Particulars of their Claims or Demands.

And NOTICE is hereby also given that as soon as possible after the expiration of the period above mentioned, the Undersigned will proceed to distribute the Assets of the said Sir HARRY SMITH PARKES, Deceased, amongst the parties entitled thereto, having regard only to the Claims of which he shall then have had Notice and that he will not be liable for the Assets or any part thereof so distributed to any Person or Persons, of whose Claim or Claims he shall not have had Notice at the time of the distribution.

All Persons INDEBTED to the Estate are requested to make immediate Payment to the Undersigned.

Dated in Hongkong, the 18th day of July, 1885.

1327] W. KESWICK.

SAINT RAPHAEL WINE COMPANY. VALENCE (DROME).

THE Undersigned have been appointed by the above Company Agents for the Sale of their Wine in Hongkong.

This Wine, Sample of which can be seen on application, has a delicious flavour and is invaluable as a tonic and restorative, and possesses real strength and body.

GUEDES & Co.

Hongkong, 3rd September, 1885. [1609

CUTLER, PALMER & Co. *Wine Shippers* OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. } Hongkong
" SIEMSSEN & Co. } and
" LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the items consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien, &c., in Quarts & Pints.
SHERRY, Selected White Seal and Amoroso.
MANZANILLA.
These Sherries are also shipped in Jars.
INVALIDS' PORT WINE—recommended.
SCOTCH WHISKY, free from fusel oil.
IRISH WHISKY—the best.
GENUINE COGNAC of several qualities distinguished by number of * * * *.

Prices and List of other items on application to either of the above Firms. [2112

AUCTIONS.

POSTPONED SALE.

THE Undersigned will Sell by Public Auction,

THIS DAY,
the 19th September, 1885, at NOON, at his Sales Rooms, Queen's Road,
AN INVOICE, Comprising:—
DINNER, DESSERT, and BREAKFAST SERVICES, PLATED WARE, GLASS WARE, RODGER'S CUTLERY, &c.
AN INVOICE OF BOHEMIAN WARE, Comprising:—
VASES, JARS, CENTRE PIECES, LUSTRES, and ORNAMENTS,
AND SUNDRY OTHER GOODS.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.

Hongkong, 13th September, 1885. [1682

POSTPONEMENT OF PUBLIC AUCTION.

THE Sale by Public Auction of the HOP SHING IRON FOUNDRY AND SHIP BUILDING YARD,
will take place
THIS DAY,
the 19th day of September, 1885, at 12 O'CLOCK, NOON,
instead of as previously advertised.
C. EWENS,
Solicitor for the Mortgagees;
J. M. ARMSTRONG,
Auctioneer.

Hongkong, 12th September, 1885. [1663

PUBLIC AUCTION.

THE Undersigned has received instructions from Captain H. G. FINCHAM, Ordnance Store Department, to Sell by Public Auction, on
WEDNESDAY,
the 23rd day of September, 1885, at 2 P.M., at his Residence, No. 5, Richmond Terrace,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Consisting of:—
DRAWING, DINING and BED-ROOM SUITES of HALL & HOLTZ, Shanghai.
BRUSSELS CARPETS, FANCY TABLES, PICTURES, LAMPS, CURTAINS, CORNICES, GLASS and PLATED WARE.
A PIANO, by COLLARD & COLLARD,
&c., &c., &c.

CATALOGUES will be issued, and the whole to be on view on and after TUESDAY, the 22nd instant.

TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.

Hongkong, 17th September, 1885. [1693

INTIMATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Undersigned on WEDNESDAY, the 23rd inst., at 3 O'CLOCK P.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1885.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 5th September, 1885. [1633

ORIENTAL BANK CORPORATION IN LIQUIDATION.

PAYMENT OF 2ND DIVIDEND.

A SECOND DIVIDEND of 12½ per Cent. on all CLAIMS against the Hongkong Branch of the ORIENTAL BANK CORPORATION, that have been approved by the Court of Chancery, will be paid on and after MONDAY NEXT, the 31st August, at the Offices of the NEW ORIENTAL BANK CORPORATION, LIMITED.

The 2nd Dividend is payable on all Claims on which a 1st Dividend has been paid.

CREDITORS are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator, admitting their Claims, in order that the payment of the 2nd Dividend may be endorsed thereon.

J. MELVILLE MATSON,
Attorney for the Official Liquidator,
Oriental Bank Corporation.

Queen's Road,
24th August, 1885. [1540

ORIENTAL BANK CORPORATION IN LIQUIDATION.

CONTINUATION LIST OF 1ST DIVIDENDS.

THE Undersigned is authorized to pay on and after MONDAY, 31st August, a 1ST DIVIDEND of 50 per Cent. on Claims that have been approved by the Court of Chancery since 20th November, 1884, which includes all O.B.C. Notes deposited at this Office before 16th MARCH, 1885.

Note Certificates—Fixed Deposit Receipts—Drafts—Powers of Attorney, and Authority to receive Dividends must be presented to the Undersigned before the dividends can be paid.

A 2ND DIVIDEND of 12½ per Cent. is also payable on all Claims included in the above mentioned Continuation List.

J. MELVILLE MATSON,
Attorney for the Official Liquidator,
Oriental Bank Corporation
in Liquidation.

Queen's Road,
24th August, 1885. [1541

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT OF BUSINESS CONTRIBUTED during the Half-Year ended 30th June, 1885, on or before 30th September next, on which date the Accounts will be Closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 17th August, 1885. [1502

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 26th August, 1885. [1549

TO maintain the high standard quality that our well known FOUR STAR COGNAC has for many years been celebrated for we regret that our friends in Hongkong, owing to depreciation of Silver, cannot offer it for less than $11. We are confident that British Residents in China would prefer that we should maintain the reputation for excellence that our Brandy has earned. Our FOUR STAR quality is held by our esteemed friends Messrs. JARDINE, MATHESON & Co. and Messrs. SIEMSSEN & Co. for Sale, who have also to offer several Wines of our Shipping.

1690] CUTLER, PALMER & Co.

NOTICES TO CONSIGNEES.

STEAMSHIP "DJEMNAH."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamships "INDUS" AND NORD," from London, Havre, and Bordeaux, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY (Wednesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 23rd inst., at NOON, will be subject to rent and landing charges at 1 cent. per package per diem.

All Claims must be sent in to me on or before the 26th inst., or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th September, 1885.

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Company's Steamship
"BANTAM,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 15th September, 1885. [1674

FROM LONDON AND SINGAPORE.

THE Steamship
"ASHINGTON,"
Capt. Hepworth, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godown of the Undersigned, whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THREE P.M. TO-DAY, the 12th instant.

Cargo remaining undelivered after the 17th instant, will be subject to rent.

No Fire Insurance has been effected.

No Claims will be admitted after the Goods have left our Godowns.

Bills of Lading will be countersigned by
SIEMSSEN & Co.,
Agents.

Hongkong, 12th September, 1885. [1665

INTIMATIONS.

GOVERNMENT SHELTER.

TICKETS entitling DESTITUTES other than Chinese to 24 hours BOARD and LODGING in the above SHELTER can now be obtained at the TREASURY in Books of 20. Each Book costs $3. Two or more Tickets may be given where extended relief is thought desirable. The Men relieved will be allowed opportunities of seeking employment.

Charitable persons are earnestly requested to refrain from giving Money to DESTITUTES, and to avail themselves of the above or some other organised method of relief.

Hongkong 15th June, 1885. [1113

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

WANTED—A SECRETARY for the above COMPANY. Applications to be made by letter to the Undersigned.

F. H. O. WILSON,
Secretary pro. tem.

Hongkong, 12th September, 1885. [1662

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1884.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a LIST OF THEIR CONTRIBUTIONS for the year ending 31st December last, in order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the THIRTY-FIRST DAY OF OCTOBER NEXT, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.

Hongkong, 1st September, 1885. [1586

CANNED FRUITS,
VEGETABLES,
MEATS AND SALMON.
CALIFORNIA FLOUR AND MEALS.
IRON MANTEL PIECES.
HEADSTONES AND MONUMENTS.
BICYCLES AND TRICYCLES.
AMERICAN BILLIARD & POOL TABLES
AMERICAN CARRIAGES & BUGGIES.
BORAX, REFINED & POWDERED.
ELECTRIC FAMILY SOAP.

A. HINZ,
Agent.

Hongkong, 8th September, 1885. [1632

HING KEE,
STEAM LAUNCH Co.,
Have always on hand supplies of the best COAL for HOUSES, STEAMERS, & SHIPS at MODERATE TERMS.
No. 16, TUNG MAN LANE,
HONGKONG.

Hongkong, 17th September, 1885. [1689

AFONG, PHOTOGRAPHER.
STUDIO, ICE HOUSE LANE,
BEHIND NEW ORIENTAL BANK,
Hongkong.

Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH's Store.

IVORY MINIATURES of Superior Excellence and High Finish, painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [47

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [20

£1 TO £4 per day to be made by persons of either sex, in their own localities, at work for us. New business. All meet with wonderful success. Any one can do the work. Capital not required. We will start you. Outfit worth £1 mailed free. The employment is particularly adapted to the region in which this publication circulates. Boys and girls earn nearly as much as men. Full particulars and instructions mailed free. Now is the time—don't delay, but write to us at once. Address STINSON & Co., Portland Maine United States. [35

INTIMATIONS.

THE HONGKONG HIGH-LEVEL TRAMWAY COMPANY, LIMITED.

CAPITAL ....125,000 DOLLARS,
In 1,250 Shares of $100 each. On each Share the sum of $50 is to be paid upon allotment, and the balance by one call to be made at such time as the General Managers, with the advice and direction of the Consulting Committee, shall determine.

CONSULTING COMMITTEE:
THE HON. PHINEAS RYRIE.
A. McIVER, Esq.
J. B. COUGHTRIE, Esq.
A. FINDLAY SMITH, Esq.

GENERAL MANAGERS:
MESSRS. MACEWEN, FRICKEL & Co.

BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS:
MESSRS. WOTTON & DEACON.

COMPANY'S OFFICE:
36, QUEEN'S ROAD, HONGKONG.

ABRIDGED PROSPECTUS.

The Company (which was duly incorporated as a Company limited by shares on the 17th day of August, 1885,) has been formed for the purpose of constructing, equipping, and working a line of Tramway between a terminus adjoining St. John's Place in Garden Road and Victoria Gap, Hongkong.

With this object in view, the Company has acquired from the Hon. P. RYRIE and Mr. A. FINDLAY SMITH the right to construct and maintain such a Tramway by an Indenture dated the 12th day of September, 1885, and made between the Hon. P. RYRIE and A. FINDLAY SMITH of the one part and the Company of the other part, whereby these gentlemen granted and assigned to the Company the right to construct and maintain the Tramway No. 6 in the Tramways Ordinance, 1883, and thereby authorised to be made, and all the privileges thereby conferred in so far as the Company might desire to exercise the same in regard to the said Tramway. This indenture is open to inspection at the Office of the Company.

The Public are already alive to the necessity for this undertaking, and are aware of the steadily increasing traffic between the City of Victoria and Victoria Gap, which calls for, and promises to make remunerative, a speedy, economical, and thoroughly effective and safe means of transit to the Peak. This it is the intention of the Company to provide by placing the Gap within seven minutes' ride from the City level.

The general merits of the project have been made known by the local newspapers, and it will therefore be sufficient to state that the Company has taken over a well-matured scheme which has received, during upwards of four years, careful consideration from its Promoters, with the assistance of the best professional advice. One of the Promoters, it may be mentioned, has recently inspected most of the existing mountain tramways in Europe and America.

The construction of the Tramway is now being proceeded with under the superintendence and management of Mr. J. F. BOULTON, Assoc. M. Inst. C.E., and Mr. JAMES ANDERSON, on a principle embracing all the most recent improvements and ensuring absolute safety in working.

In addition to the income from passenger traffic already assured by the great number of residences now existing at the Peak, a considerable revenue is confidently expected from the facilities of access to the mountain offered to visitors and residents. The Company also anticipates an additional income from the overhill traffic to Aberdeen and Pokfulum, and the Carriage of Building Materials, Coal, and General Goods and Parcels.

It is in contemplation to have well-appointed Chairs under the Company's control at the Gap to convey passengers from thence to any point on the mountain at fixed rates, and also, if necessary, Chairs and 'Rickshaws at the lower terminus.

The Ordinances under which the Company will construct this Tramway are Ordinances Nos. 6 and 18 of 1883. The deed of grant, dated the 8th day of April, 1885, is open to inspection at the Office of the Company.

The only Agreements in existence affecting the undertaking are:—

(1)—An Agreement dated the 20th day of April, 1885, whereby Mr. ANDERSON was appointed Manager for the construction of the Tramway and for the other purposes therein mentioned. The burden of this Agreement has been taken over by the Company. This Agreement is open to inspection at the Office of the Company.

(2)—An Agreement dated the Twelfth day of September, 1885, whereby Mr. BOULTON was appointed Resident Engineer of the Peak Tramway, and this Agreement is also open to inspection at the Office of the Company.

Copies of this Prospectus and forms of Application for Shares can be obtained, and a copy of the Memorandum and Articles of Association, and plans and estimates, can be seen at the Office of the Company.

Half the number of shares are already taken up. Applications for the balance of the shares will be received by the General Managers up to, and inclusive of, the 15th day of October, 1885.

MACEWEN, FRICKEL & Co.,
General Managers.

Hongkong, 17th September, 1885. [1692

SIGNOR M. A. VALENZA
(Pianist and Harpist to H. R. H. the DUKE OF CONNAUGHT AND STRATHERNE),
and
CONDUCTOR OF THE
E. MELVILLE OPERA COMPANY,
Will be happy to give any PRIVATE LESSONS on SINGING AND PIANO.
TERMS ON APPLICATION.
HONGKONG HOTEL.

Hongkong, 7th September, 1885. [1624

INTIMATION.

AS an impression appears to exist that the BARRIER or PILES at CHINHAI (Ningpo) renders it dangerous for large seagoing Steamers to enter this Port, the Undersigned beg to intimate that the CHANNEL through the BARRIER is quite safe for properly Piloted Vessels of heavy Draft.

J. SMITH,
P. M. PEDERSEN,
Licensed Pilots.

Ningpo, 5th September, 1885. [1681

HONGKONG HOTEL.

THE HOTEL is Prepared to SUPPLY SHOOTING, PICNIC, BOATING, and other EXCURSION PARTIES with all necessaries.

No Charge will be made for Un-opened Bottles, Tins, &c., returned to the HOTEL in Good Order.

Apply to
H. ST. CLAIR GREELEY,
Manager.

Hongkong, 9th September 1885. [1640

NOTICE.

FOR THE CONVENIENCE OF CUSTOMERS, the Productions of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same Prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 28th July, 1885. [1378

INTIMATIONS.

THEATRE ROYAL,
CITY HALL, HONGKONG.
(LESSEE: PEMBERTON W. WILLARD).
PATRON: HIS EXCELLENCY SIR GEO. F. BOWEN, G.C.M.G.,

THE EMILIE MELVILLE OPERA COMPANY.

PROPRIETOR.........SIGNOR G. VERDI,

THIS (SATURDAY) EVENING,
the 19th September, 1885.

THE GREATEST SUCCESS OF THE LAST LONDON SEASON

CARMEN!
CARMEN!!
CARMEN!!!

JOSE (A Soldier)..............SIG. G. VERDI.
CARMEN (a Gipsy, her great impersonation)............{ MISS EMILIE MELVILLE.

This MAGNIFICENT OPERA will be produced in the Most Complete manner possible.

N.B.—Only one representation of this great work.

CONDUCTOR, SIGNOR VALENZA.

NEW SCENERY AND EFFECTS.

Plan now open at KELLY & WALSH, (LIMITED).

PRICE OF ADMISSION:—
Dress Circle and Stalls..................$2.
Pit ....$1.

Doors open at 8.30. Commence at 9.

Hongkong, 16th September, 1885. [1683

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE

THE TRANSFER BOOKS of this Company will be CLOSED from the 24th to the 30th instant, both days inclusive.

By Order of the Board of Directors,
SAM. J. GOWER,
Secretary.

Hongkong, 19th September, 1885. [1709

JEYES' DISINFECTANTS,
THE PERFECT PURIFIER.
THE BEST AND CHEAPEST DISINFECTANT AND CLEANSER.
In Cases of 1 dozen 8 oz. Bottles and in 1 and 2 Gallon Drums.
SANITARY POWDER
in Boxes of 1 dozen 2lb. Tins.
The above are recommended by the local Sanitary Board.

Apply to NORTON & Co.,
Agents.

Hongkong, 19th September, 1885. [1708

FOR SWATOW.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer
"DANUBE,"
Captain J. Newton, will be despatched for the above Port TO-DAY, the 19th instant, at NOON.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 18th September, 1885. [1704

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN.

THE Company's Steamship
"PECHILI,"
Captain Sellar, will be despatched as above TO-DAY, the 19th instant, at FOUR P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th September, 1885. [1695

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA, DIRECT.

THE Steamship
"ÆOLUS,"
Captain Tremoya, will be despatched for the above Port on MONDAY, the 21st instant, at FIVE P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 18th September, 1885. [1705

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG, VIA SUEZ CANAL.

THE Steamship
"MERIONETHSHIRE,"
W. Dutton, Commander, will be despatched for the above Ports on MONDAY, the 21st inst.

This Steamer takes cargo for Humburg at the rate of 40/ and for Antwerp and Bremen at 47/6 per ton.

The S. S. *Glamorganshire* will follow, taking cargo at the same rates.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 19th September, 1885. [1398

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, DIRECT.

THE Company's Steamship
"DIAMANTE,"
Captain Talbot, will be despatched for the above Port on TUESDAY, the 22nd instant, at FIVE P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 18th September, 1885. [1698

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer
"TAICHIOW,"
Captain James Jordan, will be despatched for the above Ports on WEDNESDAY, the 23rd inst., at NINE A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 19th September, 1885. [1707

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, YOKOHAMA, AND HIOGO.
(With liberty to call at AMOY).

THE Steamship
"PEMBROKESHIRE,"
D. Davies, Commander, will be despatched for the above Ports, on or about FRIDAY, the 25th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 19th September, 1885. [1710

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co.,
Agents.

Hongkong, 18th January, 1884. 194

INTIMATIONS.

BEWARE OF IMITATIONS.
LEA AND PERRINS' SAUCE
The Original and Genuine.

WORCESTERSHIRE SAUCE bears the autograph signature of Lea and Perrins on a red label. Sold wholesale by the Proprietors, Worcester; and Crosse & Blackwell, London.

LEA AND PERRINS' SAUCE
Of Grocers and Oilmen throughout the world.
809]

A. S. WATSON & Co.'s
NEW
VEGETABLE SEEDS
AND
FLOWER SEEDS
ARE NOW READY FOR DELIVERY.

Both are of the Best Varieties and the kinds that do best in China. They are shipped to us in a manner that ensures their preservation in transit and in three separate parcels. Thus every possible precaution is taken to avoid disappointing our Customers.

CATALOGUES ON APPLICATION.

SPECIAL FLORISTS' SEEDS
in separate named Varieties.

PANSY, CARNATIONS, PHLOX, PETUNIA, VERBENA, PORTULACA.
THE HONGKONG DISPENSARY. [21

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

BIRTH.

At Foochow, on the 11th instant, the wife of WADE GARD'NER, of a daughter. [1708

The Daily Press.

HONGKONG, SEPTEMBER 19TH, 1885.

THAT the Russian Government in past years cast covetous eyes on the Japanese island of Tsushima is a matter of notoriety, but we thought that they had relinquished the idea of its acquisition in favour of Quelpart or some harbour in Korean territory. If the *Novoye Vremya* is to be credited, however, and it is usually well informed, if it is not indeed a semi-official organ, the designs on Tsushima entertained a quarter of a century ago are still cherished at St. Petersburg. The *Novoye*, after remarking that though Russia possesses some convenient harbours on the coast of Eastern Siberia, she has not one that is not closed by ice in the winter, a drawback to which even Vladivostock is subject, goes on to say:—"The fleet must have a well protected haven, where it will be safe from a powerful foe, and where it can take on board all that it needs. It must be open to navigation the whole year through, otherwise the fleet would be forced to remain inactive for months, unable to perform its duty of guarding the coasts. Such a harbour as that which Russia requires, which is not closed by ice at any time, is on an island belonging to Japan in the Korean Straits, known as Tsushima. A bight in it can hold an enormous fleet; the high mountains surrounding it are precisely fitted for fortifications. Moreover, Tsushima would have great importance for trade, because it lies right in the way between Korea and Japan in one direction, and between the ports of China and those of Eastern Siberia in the other. The island would in course of time possess an importance equal to that now possessed by Hongkong. The ownership of the island, or at any rate of the harbour, is essential for Russia, because another European maritime power might easily seize it. The idea of occupying this island was mooted in 1861-62; a portion of it was then actually occupied by Russian sailors. The corvette *Possadnik* visited the place under the command of the late Captain VIRYLEW, and other vessels of the Russian squadron also. The *Possadnik* lay for months at anchor in the bay, and the Russian flag waved over the hills surrounding it." The *London and China Express* supplements this little historical incident by stating that Admiral Sir JAMES HOPE, on hearing of the Russian move, proceeded to Tsushima and found the Russians installed in huts on the shore, forming quite a village, with their flag flying on the heights. The admiral anchored his vessel, and on being visited by the Russian officer, and questioned as to his movements, stated that he proposed maintaining an English man-of-war in the harbour as long as the Russians remained there. Ultimately the latter returned on board their vessel and retired, leaving the islands to their original owners. There have at different times been rumours of an intention on the part of the Russians to revisit the scene of this exploit, but they have apparently deemed it wiser to respect Japanese rights up to the present time.

And now, with whatever intention the Russian naval establishment has been withdrawn from Nagasaki, it seems to us the day for laying violent hands on Tsushima has gone by. Korea could not resist the occupation of one of her ports or one of the islands fringing her coasts, but Japan is in a position to refuse to allow such appropriation. She has a navy, and knows how to handle it fairly well. Moreover, the Japanese Government have set to work to fortify Tsushima, acting under prevision of the necessity for such a precaution. They certainly would never agree to cede such a valuable dependency as Tsushima, which occupies so commanding a position in the centre of the Straits of Korea. The island is some forty-five miles in length by twelve in breadth, and possesses an excellent harbour. Holding such a post as this, Russia would have her thumb on Korea and Japan, and would be a constant threat to China likewise. It is not to be supposed either that any of the Treaty Powers would sanction such an attempt to despoil Japan of a valuable dependency; Japan submitted to the exchange of southern Saghalien for the Kurile Islands, but she would not barter away a large island close to her coast for a pecuniary consideration, the only one Russia could offer now. If Great Britain keeps Port Hamilton she will pay for it in hard coin or rent the islands; but the case is not parallel, for the islands comprising that station are too small to be of value to Korea and will not be retained without the permission of the Korean Government. Their occupation was only justifiable as a measure of self-defence under the impression that war with Russia was imminent and that that Power intended to take them herself or seize Quelpart. Moreover, Port Hamilton has no territorial value, while Tsushima is really a considerable island and contains quite a large Japanese population. The Japanese Government will do well to take note of the proposal of the *Novoye Vremya*, and push on the fortification of the harbour of Tsushima. It will also be advisable for them to keep a powerful ironclad in the harbour ready to watch any stray vessel of the Russian fleet charged with a mission in those waters. It is possible of course that the Russian journal's utterance may not have been inspired, but the fact of its passing the Press Censor is sufficient to show that it was not disapproved. The incident at all events is sufficient to excite doubt and put the Japanese Government on their guard, more especially since it is known that Russia avowedly desires most strongly to become possessed of a good port in Eastern waters that will be open to navigation all the year round.

The U. S. gunboat *Alert* arrived at Nagasaki from Jenchuan on the 9th inst. She left again almost immediately, destination unknown.

According to the Foochow *Echo*, the Chinese there say that one solitary stalk of bamboo grows each year called the "Dragon-Phœnix," and that it is sent to Peking to be made into chopsticks for the use of the Imperial family.

We understand that since the appeal from the decision of the court in the case of Wong Shing Hing *v.* the Government of Macao in regard to the $100,000 deposited at the Hongkong and Shanghai Bank fell through, the amount has been withdrawn and lodged at the Macao Treasury.

The rumour current some days since that the Spanish steamer *Don Juan* had been seized by a German man-of-war in the Carolines turns out to be unfounded. Messrs. Brandao & Co., the local agents, inform us that they have received a telegram from Manila announcing that the *Don Juan* arrived at that port yesterday morning from the Carolines.

The Chinese in this Colony have not been singular in their large outlay on the celebration of the Dragon or All Souls Festival, for we read in the Foochow *Echo*:—"The ceremonies for the propitiation of 'all spirits, good and evil,' this year have been on a much grander scale than usual, especially those under Government patronage. In some that we have seen, the decorations have been really very pretty and show considerable taste, even from a European point of view."

Several changes (says the *N. C. Daily News*) have taken place in the commands of the C.M.S.N. Co.'s steamers. Captain A. McCaslin has left the *Chiyuen* and goes to Hongkong; Captain Lunt of the *Yehsin* has taken his place, while Mr. Sutton, who was chief officer on board the *Kiangteen* for over four years, is appointed to the command of the *Yehsin*. We believe that Captain Tisdall goes back to the *Fungshun*, and Captain Ferlie to the *Poochi*.

The steamer *Strathleven*, from Kobé, arrived at Shanghai on the 12th inst., and on going alongside the Associated Wharves collided with the *Oopack*, the fluke of her port anchor doing some slight damage to the starboard quarter of the latter steamer. The *Daily News* says that "quite an exciting scene was witnessed among the cargo-boats for a short time, and one of them was impinged on the wharf, but did not sustain much damage. There was a strong breeze blowing at the time, and that accounts for the ship being so difficult to manage."

The steamer *Ingo*, from Nagasaki, arrived in Shanghai on the 13th inst. having in tow the British three-masted schooner *Auguste*. This vessel left Ningpo on the 31st August, in ballast, for Nagasaki, but was caught in a typhoon about 100 miles West of the Asses' Ears, which are 80 miles from Nagasaki. This was apparently the same typhoon that the *De Bay* and *Yoritomo Maru* were in on the 4th and 5th inst. The *Auguste* lost her fore and main masts and the mizen top-mast. After the storm abated, a jury fore-mast was rigged, and a course steered for Shanghai. When seven miles S.E. of the Amherst Rocks, the steamer *Ingo* came along at 4 p.m. on the 12th inst. and took her in tow. The *Daily News* states that the mate fell down the after hatchway and sustained serious injuries.

The *Shanghai Courier* says:—"The recent robbery of treasure from the *Fung-shun* has doubtless revived in the minds of some of our older China residents the mysterious disappearance of over sixteen thousand taels worth of specie from the Shanghai Steamship Navigation Company's steamer *Shansi*, some 16 years ago. An investigation was held, but no clue to the theft could be found. The commander, however, of the *Shansi*, Captain Jaine, and his chief officer were dismissed, their reputations as far as the Far East was concerned being gone. We have to-day (14th inst.) heard on good authority, and are pleased to be the first to make it public, that it is now known by whom the two boxes of treasure were stolen and its ultimate disposition. Though Captain Jaine now occupies an excellent position as head wharfinger to one of the largest steamboat companies running into Boston, and outwardly suffers no longer from his too hastily damaged reputation, it will certainly be a great satisfaction to him and his many friends to know that at last time has proved his innocence."

On Thursday afternoon, at about 5.30, a coolie named Kwok Atung, employed in discharging cargo into lighters from the M. M. steamer *Djemnah*, went to the Tsim Tsa Tsui Water Police Station, and complained that he had been stabbed by a seaman on board, the seaman being in an intoxicated condition. As the French mail steamers have the status here of a man-of-war, Inspector Cradock was unable to board the vessel and arrest the man whom the coolie accused of stabbing him, and a good many formalities had to be gone through. The name of the seaman was not known, and a warrant was finally given against some person on board the *Djemnah* to be pointed out by the complainant. Before action could be taken, however, the steamer had left, and we hear instructions have been wired to Shanghai. The Chinaman has a wound in the side, not a serious one, the progress of the weapon having been apparently checked by one of his ribs, otherwise it would probably have proved fatal. It is said the coolies were not working fast enough, and one of the crew of the vessel stirred the complainant up with his boot, whereupon a struggle ensued in which the wound was inflicted.

The Chinese steamer *Meifoo* has been to Foochow to be docked and returned to Shanghai without having been repaired. The Foochow correspondent of the *Daily News* thus explains the reason:—"In entering some of the unsurveyed bays near Amoy she had the misfortune to bump on a ledge of rocks, injuring four or five plates and eighteen frames, and it was for the purpose of having this damage made good that we are favoured with this visit. The Foochow Dock people, however, ask the modest sum of Tls. 2,800 for docking the ship alone for a definite period. Unfortunately for the dock people H.E. the Viceroy declines to pay this exorbitant sum, and the ship is to go to Shanghai, and have the necessary work estimated for by the respective docks there."—The *Meifoo* arrived at Shanghai on the 14th inst., having on board a quantity of the late Tso Tsung-t'ang's effects, and a contingent of 200 soldiers. The *Courier* says that "it was intended to send the body of Tso Tsung-t'ang to Shanghai in the *Meifoo* this trip, but she will return to Foochow to take Viceroy Tso's family and his body to Hankow, and then will be consigned to the Chinese Government as a transport."

The chartered transport *Mexican* left Cape Town on the 16th inst. with the Northamptonshire Regiment on board, and is expected to arrive here on or about the 10th proximo.

We are informed by the Agents (Messrs. Adamson, Bell & Co.) that the Shire line steamer *Pembrokeshire*, from Hamburg, Antwerp, and London, left Singapore yesterday for this port.

The corvette *Ting-yuen*, one of the new ironclads built at Stettin for the Chinese Government, arrived here yesterday afternoon, under the command of Captain A. F. Voss. She had a good passage out. A description of the vessel has already been published. She brings out four torpedo boats, two of which belong to the ship; the other two are destined for service up north.

Says the Foochow *Weekly Echo*:—The remains of the late statesman Tso Tsung-t'ang cannot be removed to his native place until the Imperial sanction is received from Peking, and according to the Chinese law that no coffin is allowed to enter the city, as his house is within the provincial city of Hunan, this sanction has to be obtained. It is said that all the prescriptions for medicine, together with the many observations made thereon by the doctors have been sent to Peking for scrutiny, and, if the Chinese College of surgeons (t'ai-i-yuan) find something wrong, the doctors who attended the late statesman will be sure to receive their dose.

Yesterday afternoon a trial of the "Far East Fire Extinguisher Hand Grenade" was made on the Parade Ground. A pile of firewood about 8ft by 2ft. and 2½ft. high was thoroughly saturated with kerosine and when the flames had got a fair hold Mr. Graydon, who conducted the experiment, broke the grenades with a hammer over the fire. In twenty seconds there were only a few flickering flames left and in ten seconds more the fire was completely extinguished. The number of grenades used to accomplish this was nine or thereabouts. Mr. Graydon claims that the result could have been accomplished in a shorter time and with the consumption of a smaller number of grenades had he allowed the fire to burn longer before he commenced the experiment, as the more fierce the heat is the more quickly does the fluid contained in the grenade operate. The grenade consists of a small earthenware jar hermetically sealed, which may be broken either by smashing it with a hammer, as Mr. Graydon did yesterday afternoon, or by throwing it against any solid object. When the jar is broken the fluid runs over the fire and is converted by the heat into a gas which renders further combustion impossible. Fire bombs have attained great popularity in America, where they are used in all the Government buildings and in most of the public institutions, as well as by the general public, and last year their sale reached between twenty and thirty millions. If as soon as a fire is discovered the grenades are thrown in, it is at once subdued. For this purpose they ought to be kept in handy places, and as they can be used in a decorative way they may be advantageously placed in twos and threes on brackets about the rooms and passages of any building, or in the saloons, state rooms, and other parts of ships. The grenades used by Mr. Graydon are manufactured in the colony, and the fluid is of a somewhat different description from any yet used, being a compound invented by Mr. Graydon himself. A second trial was made later in the evening on the Chinese Recreation Ground, but this we did not see. We understand that in order to afford all an opportunity of witnessing the effect of the grenades, trials will be made on the Parade Ground every evening for the next few days.

A correspondent writes to the *N. C. Daily News* of the 14th inst:—An instance of Chinese belief and practice with reference to the human soul came under my notice last night, and the features of the case were so remarkable that I think they may be worth recording. Lying awake at 3 a.m. I heard in the street close to my house two strange answering voices. Evidently two persons were engaged in this weird dramatic performance; one representing a departing soul, one acting as the friends and relatives deprecating the departure. The first actor gave a low cry, something like a prolonged mew; and this was answered by a loud and earnest *lai, lai*,—"come, come." A pause ensued; and the cry and answering call were repeated. This went on for ten minutes or so, when suddenly the inarticulate cry ceased. It then seemed to my ears as though the second actor, in an agony of distress at the departure into the unseen of the soul he had been entreating to stay, went out into the middle of the street, and with lungs which could have made him heard a mile off, and heard too as he hoped within the confines of the spirit world, he shouted, this time calling by name, "return, return, come." Then there was another pause; and presently the low cry was heard as at a distance. "Come, come," eagerly responded the actor; and now the cry and the answer followed one another more rapidly till the cry seemed close to the caller, and in a smothered chorus, as of welcome, the performance ceased. In the stillness of the night these sounds were strangely impressive, even amidst the remembrance of their grotesque superstition. I cannot be quite sure whether it was a case of actual death, within twelve hours of which the Chinese call for the soul to return, or only a case of serious illness, fainting, or collapse. The performance was probably under the direction of a Taoist necromancer.—We believe this peculiar custom varies in different parts of the country. Up the Yangtsze it is usual for two women to perform this office. When a man dies suddenly, the women walk through the streets, one calling out the name of the deceased, and the other responding "I am coming," the idea being to prevail on the wandering spirit of the deceased to return to its material abode, which, it is presumed, it has temporarily abandoned.

"GIROFLÉ-GIROFLA" AT THE THEATRE ROYAL.

A rather limited audience was present on Thursday night at the Theatre Royal, City Hall, to witness the performance of Lecocq's charming opera "Giroflé-Girofla" by the Emilie Melville Opera Company. The dubious state of the weather and the fact that the opera had been given here by the Mascotte Company quite recently no doubt sufficiently account for the dress circle being scantily occupied. Nor can we, on this occasion, congratulate the Company on a thorough success from a histrionic point of view. The opera was, as usual, well mounted, the scenery being effectively painted and appropriate, but there was an obvious want of preparation. Miss Beresford and Mr. Page were far from letter perfect, had to resort to "gag" very largely, and threw the others out. They evidently had not had time to learn their parts.

Miss Melville, who filled the dual title *rôle*, gave a very fair representation of the twin sisters, but she was certainly not at her best, either in her singing or acting and seemed to be suffering from indisposition. Her drinking song, "See how it sparkles," though well rendered and encored, was not the triumphant success we expected, the house showing little enthusiasm. Signor Verdi made an imposing *Mourzouk*, and on the whole gave a good representation of the fiery Moor. He was not, however, so thoroughly at ease as usual, being somewhat handicapped by the circumstances mentioned above. The part of *Marasquino* was most efficiently led by Mr. Walshe. He acted and sang remarkably well, and we have seldom heard him to better advantage. He deserved more applause for his singing than he received, especially in the duet with *Mourzouk* in the second act. Miss Beresford would have made a most excellent representative of *Aurora* had she been better acquainted with the part, but acted with great spirit. The same remarks apply to Mr. Page's personation of *Don Bolero*. In spite of this drawback, however, he was very funny and created much amusement by his droll asides. The minor parts of *Paquita* and *Pedro* were fairly sustained by Miss Vernie and Mr. R. de Bruze respectively. The *Pirate Chief* was indifferently represented by Mr. Alleyne, and his men should have been armed, instead of only sporting a solitary cutlass amongst them.

The accompaniments were played by Signor Valenza in his usual able manner.

To-night the Company will produce George Bizet's celebrated opera "Carmen," with Miss Melville in the title *rôle*. As this opera has never been given in Hongkong, and has been a signal success in London, we may safely predict there will be a full house to-night.

THE GARRISON ASSAULT AT ARMS.

Prevented by bad weather from taking place on Thursday, this event came off yesterday afternoon, when, favoured by the best possible weather, there was a very large attendance, among those present being H.E. the Governor, Col. Graves (The Buffs) and Mrs. Graves, Col. Crawford, R.A., most of the officers of the Garrison, &c. The programme was a lengthy one, and those present certainly had plenty for their money. The men showed great proficiency, and their performances were such as would do no discredit to any gymnasium. The leader of the evolutions, Corpl. Instructor Wilson, showed himself a most finished and clever gymnast, everything he did being clean and in beautiful style, while his feats of strength on the bar were really remarkable. Among the gymnasts was a tall gun lascar, who seemed to have made such progress with these, to him, alien sports, as to be fairly up to the average of the rest, though not quite up to the standard of most of them in muscle. Judging by the appearance of the men, the exercises seem to have been most beneficial and health promoting.

The band of The Buffs, under Mr. Kelly, added much to the general enjoyment by performing with their usual skill the following programme of music:—

Grand March	"L'Africaine"	Meyerbeer
Overture	"French Comedy"	Kela Bela
Gavotte	"La Bijou"	Kotlaun
Valse	"La Barcarolle"	Waldteufel
Selection	"Scotch Medley"	Cavallini
Valse	"Invicta"	Sangster
Galop	"Polish Lancers"	Jacobi

Appended are the events, which were not competitions for prizes:—

DUMB BELLS.—Squad of the Buffs. Under the command of a non-commissioned officer a large squad of men went through a set of dumb bell exercises, all working in unison, and with almost the precision of a machine. The sight was a very pretty one, and the exercise such as was eminently calculated to promote a healthy muscular development.

BOXING.—Bombardier Poole and Gunner Mullet. This was a capital contest, the men being well matched, and both fairly active and fairly skilful. There was no light tapping indulged in, but on either side it was good solid pounding, knocking each other's heads back on their shoulders, and making their ribs ring. It was hard to tell which did the most execution.

FENCING AND SALUTE.

Pte. Lewis	Lt. D'Aeth.
Corp. Instructor Wilson	Lt. Lloyd.
Gr. Power	Lt. Dauglish.
Pte. Jones	Pte. Sheepwash.
Lce. Corp. Greenland	Sergt. Giles.

The men first went through the orthodox movements of fencing and salute in two lines, facing each other, and then Pte. Lewis and Lieut. D'Aeth were left by themselves to fight out a fencing contest. Both exhibited much skill, Pte. Lewis scoring rather the greater number of hits.

SIKH COMBAT.—Havildar Gundah Singh and Br. Jewallah Singh. This was a novel and interesting contest. The men were each provided with a straight wooden sword and a small round buckler about six inches in diameter. The cuts were of a novel character, the weapons being swung round like the sails of a windmill, with constantly reversing action. The men were pretty evenly matched, and gave each other some raps on the shins and arms.

SINGLE STICK AND MELEE.—Lance Corpl. Smith and Pte. Lewis. This was another capital even contest, Lewis getting much the best of it at first, but the other man put in some good work in the latter half of the time. The contest was finished up by a lot of fencers rushing in and making a melée.

INDIAN CLUBS—Corporal-Instructor-Wilson, Lieut. Lloyd, Corporal Garrick, Gunner Power, Private Goble, Corporal Barber. This was a very pretty exercise, the men working with the same precision as with the dumb bells, all being thoroughly well up to their work, and admirably drilled.

QUARTER STAFF.—Lieut. D'Aeth and Pte. Jones. There was some very sharp work in this contest, Lieut. D'Aeth opening with a will, and doing all the execution for a short time. Jones then began to put in a hit or two, and his opponent twice lost his weapon.

VAULTING HORSE.—Officers, non-commissioned officers, and men. There were about a dozen performers, three of whom were officers, and they were led by Private Lewis, a clown also chiming in, and in some of his buffoonery over the horse he gave Lieut. D'Aeth a crack on the side of the head with the heel of his boot, which seemed to amuse everybody but the recipient, who was knocked out of time for a few moments. The men all did well, and there were no failures at any of the different evolutions.

There was then an interval of fifteen minutes, during which eight or nine comical figures sported their own particular hobbies, and cavorted around the court to the amusement of the onlookers. They performed cavalry evolutions, and had tournaments on their fiery paper coated steeds, and generally filled up the time amusingly.

BOXING and MELEE—Pte. Jones and Pte. Childs. The boxing here was not quite so much in the way of slogging as the previous contest, both men being very nimble on their pins, and avoiding punishment cleverly. Both gave and took some good hard slogs, however, with the best of humour.

BAYONET EXERCISE—Squad of the Buffs. This was performed again with the precision of a machine, with the exception of one member, who seemed something like an actor who had forgotten his words, and substituted gag. He retired early, and the rest worked smoothly.

FENCING—Lieut. Lloyd and Corpl. Instructor Wilson. There was some very clever fencing here, both being well up to their work. Wilson probably scored the greater number of hits.

SINGLE STICK AND MELEE—Br. Poole and Gunr. Mallett. The fencing here was very pretty, and the contest was wound up in the same way as the former.

SWORD v. BAYONET—Lieut. D'Aeth and Colr. Sergt. Giles. The former was armed with a sabre, and he had the best of it all the way through, scoring three or four hits to one bayonet prod.

INFANTRY SWORD EXERCISE.

Lt. D'Aeth	Col.-Sergt. Giles.
Lt. Mitford	Col.-Sergt. Coulby.
Lt. Dauglish	Sergt. Eaglen.
Lt. Vertue	Sergt. Howard.
Lt. Lloyd	Sergt. Ward.

The remarks on fencing and salute will apply equally to this event, which was performed very prettily.

ANCIENT COMBAT—Lieut. Lloyd and Corpl. Instructor Wilson. The competitors were each armed with a foil and dagger, or short foil, and each used his two weapons with much skill. It would be hard to say who was best man.

HORIZONTAL BAR—Officers, non-commissioned officers, and men. The performers showed even greater proficiency here than they did on the vaulting horse, and as each man gave his own selections of evolutions, there was a considerable variety. Corpl. Instructor Wilson was remarkably good, while Lieut. Lloyd's finishing performance, the grand circle, elicited much applause. The rest all acquitted themselves well.

VAULTING HORSE—Officers, non-commissioned officers, and men. This was a similar event to the one mentioned above.

Owing to the approach of darkness a sword and bayonet melee, and an artillery driving competition had to be abandoned. The arrangements were under the management of—Committe—Major Hamilton (Buffs), Major Jackson (Buffs), Major Riddell, R.A., Lieut. Conolly, R.A., Lieut. D'Aeth (Buffs), and Lieut. Lloyd (Buffs).—Sub-Committee—Garrison Sergt.-Major Meredith, Sergt. Major Clark, Sergt. Major Gleeson, Sergt. Major Wilkinson, Colr. Sergt. Giles, and Corpl. Instructor Wilson—Umpires—Lieut. and Adjutant Ravenhill (Buffs), and Lieut. Breeks, R.A.

Mr. Dorabjee, of the Victoria Hotel, had a stall for refreshment on the Gymnasium Ground above, the profits of which he gives to augment the fund, though as very few seemed to know of its whereabouts the profits from that establishment were probably not over heavy. Judging by the large number present, including many Chinese, there will probably be a useful sum to go towards relieving the unhappy sufferers by the Kwangtung floods.

"Yass," said an old settler, "we ran horses in Texas." "Then you take an interest in the noble sport?" asked the stranger. "I was engaged in a hoss race some years ago in which I took a right smart interest." "Running race?" "Hit war." "Mile or half-mile track?" "Hit war a 50-mile track, stranger. Texas is a big State." "A 50-mile track! I never heard of such a thing. And did you win?" "I won the hoss, stranger."

NAVIGATION OF THE CANTON RIVER.

The notification given below has been issued by Her Majesty's Consul at Canton. The Southern Channel, which is the one by which alone ocean steamers can reach Canton, is still obstructed by the barrier in Collinson Reach. The steamboat *Powan*, which arrived here yesterday morning, came right through from Canton without stopping:—

Her Majesty's Consulate,
Canton, 17th September, 1885.

The undersigned begs to circulate, for the information of British subjects interested in shipping, translation of a letter received to-day from His Excellency the Viceroy.

"Some time ago measures of defence were taken, and torpedoes were laid down the river from the Bogue to Canton; steamers going to and fro had therefore to employ torpedo pilots, and to anchor in order to be recognised. The reason for these defensive measures has now ceased to exist, and many of the torpedoes have been taken up, and steamers going in the Channel from the Bogue or the Wei-yuan fort by way of Yu-chu to Canton [*i.e.*, by the Northern Channel] can now do so without danger of striking torpedoes; but along the banks of the river there are still some floating torpedoes which it will take some time to get up. Vessels coming up the river must be careful not to go on the banks. Steamers need now no longer use torpedo pilots; they may also travel at night and need not anchor till next morning.

"The Viceroy requests H. M. Consul to circulate his letter among the British merchants."

(Sd.) CHRISTOPHER THOMAS GARDNER,
H. M. Consul.

SUPREME COURT.

18th September.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE ACKROYD.

WONG YIK AND ANOTHER *v.* OW WING CHEE.

This was a contest for priority of claim upon a sum of money paid into court as the proceeds of a sale of the effects of a defendant in a suit in the court against whom judgment had been given. Mr. Mossop acted on behalf of the plaintiff in that suit, which was numbered 734 on the list, and he obtained judgment against a defendant named Ow Kim, as representative of the firm of Kwong On, at 67, Praya West. Before judgment was given Mr. Wotton intimated on behalf of Wong Yik that he objected to judgment being given in the suit on the ground that the person sued was dead. Mr. Mossop objected that he ought to have had notice of the objection of Mr. Wotton, and the case was adjourned to the 30th July, when his lordship gave judgment for the amount claimed with costs. The judgment was put into execution, and the effects of the Kwong On firm were sold by aution and the proceeds were paid into Court. On the 27th August, Mr. Wotton, who represented the plaintiffs in suits 732 and 733, which were also brought against the Kwong On firm, claimed to have the judgment set aside on the ground of its being invalid from the nature of the proceedings by which it was obtained, and that the plaintiffs in the two suits in which he was instructed should have a prior claim upon the money which was paid into court as the proceeds of the sale of the effects of the Kwong On firm. Mr. Wotton also proved that Ow Kim, the person Mr. Mossop's client sued, had been dead ten years. Mr. Mossop contended that Mr. Wotton was too late with his application, and further, that not being a party to the suit in which he obtained judgment, it was not open to him to step in and raise the contentions he had done, although it might have been open at the proper time, which was past, to the other parties concerned in the suit.

His Lordship reserved his decision at the time, and now gave judgment for the amount claimed, with costs.

POLICE COURT.

18th September.

BEFORE MR. H. E. WODEHOUSE.

THE RIOT IN EAST-STREET.

The occupant of No. 7, East-street, was before the court on remand, on the charge of unlawfully firing crackers in the street.

It will be remembered that a riot occurred in this street during the recent dragon festival in consequence of a lokang interfering with the firing of crackers by people in the defendant's house. The constable was ill-treated, and had to flee for his life to the roof of a house. His Worship adjourned the case in order that the defendant might obtain an apology from the shopkeepers in the street for what occurred, which he promised to do.

The defendant now produced a document, which Mr. Hung Kam Sing, an interpreter of the court, translated as follows—"We, the Kai Fong of East-street, Taipingshan, say the way in which the people in the street beat the constable is shameful. We think it was through excitement, and not deliberate intention of destroying the police. As the thing is all over, and the people have dispersed, they trust that the case may be dealt with leniently." This was signed by 25 chops which Mr. Hung Kam Sing said he was able to tell were *bond fide* chops.

In answer to his Worship, the defendant said those who signed the document wished it to be taken as an expression of regret that the populace behaved in the way they did, and that there was a breach of the law.

The Capt. Superintendent of Police, who was present, expressed himself satisfied with the apology.

His Worship dismissed the case.

RETURNING FROM BANISHMENT.

Un Alan, unlicensed hawker, was charged with returning from banishment on the 17th inst.

The defendant was a man who had six convictions to his name and on coming out of gaol on his last sentence he was banished from the colony for a period of ten years. He was sent out of the colony, but on Thursday a lokang saw him in the town again, and arrested him.

The defendant said he had come here for the purpose of going on to Singapore.

He was sentenced to six months' hard labour.

FELONIOUS INTENT.

Si Awai, cook, having been found concealed on the premises of one Luk Hok Lun at 47, Queen's-road West, after midnight on Thursday, and being able to give no satisfactory account of his presence there, was sentenced to three months' hard labour.

LARCENY.

Chung Kung Yeung was sent to gaol for a month for stealing clothing and other property to the value of $5 from the dwelling of a stone cutter at Too Pun, British Kowloon, on the 17th inst.

COLLISION BETWEEN H. B. M.'S SLOOP "ALBATROSS" AND THE STEAMER "WHAON."

A collision occurred in the river at about 2.40 a.m. on the 12th inst. between the British sloop-of-war *Albatross* and the British steam-lorcha *Whaon*. From information we have been able to gather on board the *Whaon*, it appears that the steamer left Sheipoo Roads (where she was assisting in trying to raise one of the two sunken Chinese men-of-war) for Shanghai at 5 a.m. on the 11th inst. The weather experienced throughout the passage was very fair. At about 0.30 a.m. on the 12th the *Whaon* arrived off the Red Buoy. It being then very dark, Captain Stout thought it better to anchor for the night, before proceeding further up the river. Anchor was cast at 0.40 a.m., close in to Bush Island and a little over a mile from the Red Buoy. It was the chief officer's watch and he kept a good look-out to see that the riding lamps were burning brightly. About 2.30 a.m. the watchman suddenly drew the attention of the chief officer to a large vessel, which afterwards turned out to be the British sloop-of-war *Albatross* on a voyage from Ningpo to Shanghai, which was rather closely nearing the *Wha-on*. From all appearances the man-of-war was attempting to cross the steamer's bows, before, presumably, going to anchor. However, a few minutes afterwards it became evident that a collision was inevitable. The captain of the man-of-war possibly mistook the steamer's distance; there was, besides, a strong flood tide running and the wind, which occasionally was puffy, may also have influenced the man-of-war's course. The result was that the latter's starboard quarter struck the *Wha-on*. The shock was tremendous, and the chief officer, who stood near the foremast, was knocked clean off his legs. Then both vessels became entangled. One of the quarter-boats of the *Albatross* fouled the *Wha-on's* fore-stay, bending her fore-mast like a reed and springing it. After half an hour's work the *Albatross* cleared herself, and going astern she dropped anchor, shortly afterwards, off the Red Buoy. The damages done to the *Wha-on* are confined to her stem, which, though about a foot thick, is split into fragments down to the waterline. She has also all her port bulwarks, as far as the foremast, carried away. It is most fortunate that the *Albatross* struck the steamer almost at right angles to her bows, or else the *Wha-on* would undoubtedly have filled in less than no time and gone to the bottom. It is astonishing how she stood the tremendous shock so well, considering that she is but a small vessel. This proves that she is not "gingerbread" built. The *Wha-on* left Bush Island at 4 a.m. on the 12th instant arriving off the New Dock at 6 a.m. She is at present under the Messrs. Boyd & Co.'s shears waiting to be docked.

The *Albatross* came up from Woosung on the morning of the 14th inst. The injuries received in the late collision are confined to about four of her planks on the starboard quarter. She had two of her quarter boats smashed in, and some damage done to her hammock netting. The vessel will have to be docked. We hear that it is the belief of some experts on board the *Albatross* that the *Whaon* on the morning in question was anchored in the fairway.—*Mercury*.

TIENTSIN.

7th September.

Mr. H. F. Morrill and Mr. Detring had an interview with H.E. Li Hung-chang. The former gentleman received his final instructions from H.E. and left here yesterday by the *Haeshin*—It is said for your place; his friends say, to take the place of Mr. Denny at Korea.

Admiral Ting and Admiral Sebelin arrived here on Saturday and reported affairs at Korea as not so gloomy as they were when last they were there, in regard to Russia's designs, so H.E. Li begins every day to breathe more freely; with this and Tso's death things begin to brighten for him, and he only waits for the King's messenger to arrive to take away H.E.'s Korean guest, to enable him to go to Peking and to have a few breaths of the air there, although it is an expensive job for His Excellency.

What a farce H.E. Li Hung-chang, Mr. Detring, H.H. Dai In Kun, and Prince Ming have played of late in regard to the pretended enmity of the two latter. If otherwise, why, Prince Ming could have remained in Korea or gone direct to Europe, but coming here as he did was to please H.E. Li Hung-chang and put another feather in his cap at Peking, to show he (Li) could do what no one else could do. It appears that one day when Prince Ming had too much wine he let the cat out of the bag, so you see political farces are also acted here.

H.E. Li Hung-chang paid over the other day to a British firm, through the Hongkong and Shanghai Bank, 2½ million Taels for the cruisers to be built for H.E. This sum is bargain money, it is said. Really the shareholders and directors of the Hongkong and Shanghai Bank are to be congratulated on having established here. Millions come and go through the branch at Tientsin. From this it would appear that Britannia has pushed out Germany, and what is there left for the United States, even although holding the proud title of H.E. Li Hung-chang's commercial agents?

From Peking news reaches us to-day that Great Britain is also sliding the United States off the board in regard to railroads. No doubt Great Britain, backed by the Hongkong and Shanghai Bank, stands to advantage, and has the best chance there.

From Peking H.E. Li Hung-chang is daily expecting a special messenger from Prince Chun, who will discuss with H.E. about arms, mines, and railroads, and who after such consultation will proceed to Shanghai, it is said. H.E. Li Hung-chang will send a foreign gentleman with him to Shanghai. Our Chinese friends say it may be either Mr. Detring or Mr. Pethick.

8th September.

The steamer *Yung-ching* left for Korea with the telegraph wire, and the tug-boat *Pei-ho* with about three miles of cable, to be laid across the Ya-lu river, so we shall soon be connected by wire with Korea.

The two cruisers ordered to be built at the Vulcan Works, Stettin, have been satisfactorily arranged for. These and the two to be built in England, are to be a test as to which country will make the best job of them, and future orders will be arranged accordingly. It is said that Li Hung-chang acted on Mr. Detring's advice in regard to this matter. It does not look as if France has a chance of receiving any orders, as was generally expected.

As an Imperial Dock is to be built at Port Arthur, H.E. Li Hung-chang has decided to part with the Imperial Dock at Taku. Negotiations had been going on for it with a certain gentleman, but H.E. Li decided to make it an Associated Dock and to continue to retain an interest in it; the arrangement to be as follows:—The Association takes over the Dock, Plant, buildings, ground and free water frontage from the Government at Tls. 100,000; the shares taken by

Li Hung-chang	Tls.	30,000
Li Tsung-tai of Chefoo	"	30,000
Our Customs Taotai, with C.M.S.N. & Co.	"	30,000
Mr. G. Detring	"	10,000
Total	"	100,000

10th September.

With Admiral Ting arrived from Sôul H.E. Ming Chen-yin, Special Ambassador from the King of Korea, to welcome home his father. After an interview with Li Hung-chang he left for Peking to thank Her Majesty on behalf of his master, the King of Korea. On his return from Peking H.H. Dai In Kun and Prince Ming return to Korea; that may be after or about the 23rd instant, and then, it is said, Li Hung-chang will be free to go to Peking.

From Peking we learn that Mr. Smithers, Chargé d'Affaires for the United States, handed in railroad estimates to the Tsung-le Yamên. A report now reaches from the same channel that the Members kept the estimate for a few days and then returned them with many thanks, saying that previous tenders had been handed in and that they were negotiating about them.

Our Chinese friends are very much amused here about Sir Robert accepting and again declining with thanks Her Majesty's Ministership at the Court of Peking. They say that China would have preferred Sir Robert being at Her Britannic Majesty's Legation to where he is now.

Prince Ming has again reported to Li Hung-chang's satisfaction that the rumoured Russian Secret Treaty with Korea was a *canard* of the purest water. The source they knew; and the reason of it.—*Mercury* Correspondent.

KOREA.

CHEMULPO, 5th September.

Nothing of importance has occurred since my last, except that the native mandarin who went to China a few weeks ago asking for a submarine cable in connection with that country, instead of a land line, has returned with a negative reply; therefore the line will run, as originally intended, from here to the capital and thence to Moukden. The connection of the capital with Fusan and Yuensan by telegraph will then only be a question of time. There is also a talk about connecting this port with Port Hamilton; England can afford it. To-day is the King's birthday, and the Superintendent of Trade has invited all the local officials and leading residents of all nationalities to his hospitable board to-day. There are some bad headaches on the programme for to-morrow.

The U. S. S. *Alert* is about to leave us, her relief, the *Marion*, having arrived. I believe she is bound for your port, and is likely to do some surveying duty on the south-west coast of Korea; she has an excellent staff of officers on board, and no doubt her gallant commander will be able to turn out a very useful bit of work in the much needed surveying line. Hitherto most of that duty has been performed by the British Navy, and I am glad to hear now that the Americans have made up their mind to assist. Lately the German squadron out here, under Captains Aschenborn and Rötger, have also put their shoulder bravely to the wheel, by accomplishing some very useful surveying duty in the locality already mentioned.

There are two American, two Chinese, and two Japanese men-of-war in port. British gunboats are coming and going frequently. A number of schooners and junks are in the inner harbour.—*Rising Sun* Correspondent.

It is stated in the St. Petersburg *Novosti* that the German colonists on the Volga intend to petition Prince Bismarck and the former German Consul at St. Petersburg, Baron Soden, now Governor of the Cameroons, for facilities to enable them to emigrate to Germany's new colonies in Africa, on the ground that the spread of special education in Russia and the growth of a bitter anti-Teutonic spirit among the Russians render the position of German labourers in Russia a very trying one.

SHANGHAI AUTUMN RACE MEETING.

The following is the programme of the Shanghai Autumn Race Meeting:—

FIRST DAY, 5TH NOVEMBER.

The MALOO PLATE, value, Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Half a mile.

The CRITERION STAKES, a sweepstakes of Tls. 10 each, with Tls. 100 added; for China ponies; weight for inches as per scale; second pony to save his stakes. One mile.

The MAIDEN STAKES, value, Tls. 200; second pony, Tls. 50; for China ponies that have never run at any meeting; weight for inches as per scale; entrance, Tls. 10. Three-quarters of a mile.

The CLUB CUP, value, Tls. 100, added to a sweepstakes of Tls. 5 each; for China ponies; weight for inches as per scale; Griffins at date of entry allowed 7lbs. Two miles.

The JOCKEY CUP, value, Tls. 100; for China ponies that have never won a race; to be ridden by Jockeys who have never had a winning mount before this meeting; weight, 11st.; entrance, Tls. 5. One mile.

The PAGODA CUP, value, Tls. 150; second pony, Tls. 50; for China ponies, being *bond fide* Griffins at date of entry; weight for inches as per scale; entrance, Tls. 5. One mile and a half.

The RACING STAKES, a sweepstakes of Tls. 10 each; for China ponies; weight for inches as per scale; Griffins at date of entry allowed 7lbs. One mile and a quarter.

The HUNTERS' CUP, value, Tls. 100; a steeplechase for China ponies; weight for inches as per scale; entrance, Tls. 5. Twice round a Course selected by the Stewards.

SECOND DAY, 6TH NOVEMBER.

The NORTHERN CUP, value, Tls. 100; for China ponies; weight for inches as per scale; winner of the Maloo Plate, 10lbs. extra; entrance, Tls. 5. Half a mile.

The SHANGHAI ST. LEGER, a sweepstakes of Tls. 15 each, with Tls. 100 added; first pony to receive 75 per cent.; second pony to receive 15 per cent.; third pony to receive 10 per cent; for China ponies that have never been raced previous to the 1st January, 1885; weight, 10st. 7lbs.; winners of one race, 5lbs. extra; two or more races, 5lbs. extra. One mile and three-quarters.

The HACK STAKES, value, Tls. 100; for China ponies (without the restriction to height specified in Bye-Law No. 11) not otherwise entered at this meeting, and that have never won a race; weight, 10st. 12lbs.; entrance, Tls. 5. Once round.

The SHANGHAI STAKES, a forced entry of Tls. 5; for ponies entered at this meeting except those in the Hack Stakes; first pony to receive 75 per cent.; second pony, 15 per cent.; third pony, 10 per cent.; weight for inches as per scale. Once round.

The LLAMA MIAU STAKES, value, Tls. 100; for China ponies; weight for inches as per scale; winners of one race, 7lbs. extra; of two or more races, 12lbs. extra; Griffins at date of entry allowed 5lbs; entrance, Tls. 5. One mile.

The MONGOL CUP, value, Tls. 150; for China ponies, being *bond fide* Griffins at date of entry; weight for inches as per scale; winner of a race of more than a mile, 7lbs. extra; penalties accumulative; entrance, Tls. 5. One mile and a half.

The AUTUMN CUP, value, Tls. 100; for China ponies; weight for inches as per scale; entrance Tls. 5. Three-quarters of a mile.

The SYCEE STAKES, value, Tls. 100, added to a sweepstakes of Tls. 5 each; for China ponies; weight for inches as per scale; winners at this meeting of a race of one mile and a half or over, 7lbs. extra; two such races, 10lbs. extra. One mile and a half.

THIRD DAY, 7TH NOVEMBER.

The GRAND STAND STAKES, a sweepstakes of Tls. 5 each, with Tls. 100 added; for China ponies that have never been raced previous to the 1st January, 1885; weight for inches as per scale; winners of a race of one mile and a half or over, 7lbs. extra; two or more such races, 12lbs. extra. One mile and a half.

The FLYAWAY PLATE, value, Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Seven furlongs.

The COSMOPOLITAN CUP, value, Tls. 150; second pony, Tls. 50; for China ponies; weight for inches as per scale; winners at this meeting of one race, 7lbs. extra; two races, 12lbs. extra; three or more races, 15lbs. extra; entrance Tls. 10. One mile and three-quarters.

The MANCHU STAKES, a sweepstakes of Tls. 5 each, with Tls. 100 added; for China ponies that have run and not won a race; first pony to receive 70 per cent.; second pony, 20 per cent.; third pony, 10 per cent.; weight for inches as per scale. One mile and a quarter.

The CHAU-SHANG-KIUK CUP, value, Tls. 500, —presented by the employés of the C.M.S.N. Co., of Shanghai; for China ponies that have never run at any meeting in China or Hongkong previous to date of entry at each meeting; to be won at two consecutive meetings, by ponies, the *bond fide* property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; to be paid to the winner until the cup is finally won, when the second pony will receive the entrance fees. One mile.

The CONSOLATION CUP, value, Tls. 100; for ponies that have run at this meeting and not won a race; weight for inches as per scale; entrance Tls. 5. Once round.

The CHAMPION SWEEPSTAKES, a forced entry for winners; optional for the winner of the Hack Stakes, or the Consolation Cup, and all other ponies that have been placed at this meeting, not exceeding 14 hands in height; weight for inches as per scale; entrance, Tls. 10; winners of two races, Tls. 15 extra; of more than two races, Tls. 40 extra. One mile and a quarter.

The GRAND NATIONAL STEEPLECHASE, value, Tls. 150; for China ponies; weight for inches as per scale; winners of a steeplechase at this or any previous meeting in Shanghai, 10lbs. extra. Twice round a Course selected by the stewards.

Entries close at 4 p.m. on Saturday, the 3rd October.

A RUSSIAN CUSTOMS BARRIER IN CENTRAL ASIA.

The *Novoe Vremya* has just published the following article on the subject of a proposed new Customs barrier in Central Asia. It begins by stating that "it has reason to believe that a careful investigation will be made along the whole extent of the Asiatic frontier for the purpose of forming a rigid Customs barrier which shall guarantee Russia's possessions in Central Asia against the encroachments of foreign merchandise. Up to the year 1867 it appears that the Customs circle followed the limits of the province of Ural and the governments of Orenburg, Tobolsk, and Tomsk, or, to express the fact in different words, separated us from our own subjects the Kirghiz. After the annexation of Turkestan this line ceased to have any true meaning, and was consequently abolished. From that time until 1880 it only served to make the line of taxation on the salt imported by the Kirghiz. Our Central Asian possessions were thus left for a long time in the position of places open to free trade, and circumstances soon showed how urgent it was to establish custom-houses. The necessity of protecting our commerce, especially the trade in tea, which was unable to cope in Turkestan with that brought from India through Afghanistan, rendered this step of immediate and indisputable importance. With this object import duties have been imposed in Turkestan on certain objects, such as tea, muslin, &c., and in the year 1884 the receipts from them amounted to 250,000 roubles. But this very partial impost has not sufficed to attain our object, for with the gradual pacification of Asia the importation of foreign articles into Russia by way of Persia, India, and Afghanistan has increased year by year. The solution of the questions of the delimitation of the Afghan frontier will open a wide door for English commerce, which has been able to establish itself within our Asiatic provinces notwithstanding all the difficulties of conveyance through the minor Khanates. When tranquillity has been restored in these countries, where the English are now actively engaged in making roads and laying down railways, their commerce will be established on a much more solid foundation, and we must even fear that English goods, particularly tea and manufactured articles, will not only make their way into Turkestan and the Transcaspian province, but will also inundate Siberia the Caucasus, and Eastern Russia. The Russian railway now being constructed between Kizil Arvat and the Amou Darya will further facilitate this commercial movement." In order to provide against this eventuality, the *Novoe Vremya* states that "the Customs authorities propose to trace a Customs barrier from the

mouth of the Atrek along our Asiatic frontier as far as the almost inaccessible heights of the Thian Shan. For the sake of convenience and as a measure of economy, it has been decided to include within this barrier both Khiva and Bokhara. These Khanates can only benefit by this arrangement, for they will have a share in the revenues derived from it in proportion to their population. The execution of this scheme will no doubt entail a very considerable expenditure, even admitting that the employment of the Cossacks and native militia as Customs officials should do away with the necessity of creating fresh cadres; but this expense should not be regarded as thrown away. Its immediate consequence would be to increase the revenue by at least a million. This new Customs bond would also tend to knit Bokhara and Khiva more closely with us in matters of political economy, as well as simplify the settlement of any questions that may arise on the Persian and Afghan borders. The last consideration that may be urged in favour of this proposal is the practical use to which the large bodies of troops garrisoned in this region may be turned for the advantage of the State exchequer.

THE NEW ROUTE TO THE UNITED STATES.

NEW YORK, 17th August.

The *Tribune* says:—Two thousand tons of tea are crossing the Pacific ocean on the bark *Isabel*, to be landed at Tacoma and forwarded thence to St. Paul, Chicago, and New York by the Northern Pacific Railroad. Mr. Frazar, of the firm of Frazar & Co., the consignors of cargo and agents of the Northern Pacific at Yokohama, discoursed to a reporter on the manifold advantages of the new route. "Up to this time," said he, "there have been two routes by which tea came from Yokohama—overland through San Francisco and around by Suez. They about equally divided the spoils, each route handling 17,000,000 or 18,000,000 pounds. The time by way of the Suez Canal is sixty days, or, when stops are made at Chinese ports, from sixty-eight to seventy-five days. By the other route it is from fifteen to eighteen days between Yokohama and San Francisco, by steamer, and from eleven to seventeen between San Francisco and New York, a total of from twenty-six to thirty-five days. Some of the overland freight is carried in sailing vessels to San Francisco. The quickest trip ever made between these ports by sailing vessels of ours was twenty-eight days. The distance from Yokohama to Tacoma is 700 miles less than that to San Francisco. The freight rate is $1.75 per 100 pounds, while the charges by steamer are $3, and by sailing vessel to San Francisco averaged $2.25. Another ship will bring over a second load in a few days, and if all goes well a regular line will be established from Yokohama to Tacoma and Portland. Ten special trains of twenty cars each will bring the *Isabel's* cargo across the continent. The reason why we can cut rates so low is that there is always plenty of outgoing freight from Tacoma. There are coal mines and sawmills within thirty miles of the wharf where our vessels unload, and much grain is exported. The wharfage there is low, while everything is high in San Francisco, and there is great competition for outgoing freights."

"Sailing vessels never carried anything but the cheaper grades of teas," said another dealer in discussing the new route, "and they came poking along in the latter part of the season. Importers rush the better grades over in a hurry by steamer and rail. The trouble with sailing vessels is their uncertainty. They may make the voyage in one month, or they may take two. With the rapid business changes of the present this is a great drawback."

NEW YORK, 15th August.

The *Shipping List* says:—The Northern Pacific has been obtaining a good deal of gratuitous advertising by the description of a new route for shipping tea from China to the United States. The new route is not, however, of importance, except on account of the freight it has established. It is not likely to have any marked influence upon our trade with China, and it will not increase the overland shipments of tea. The Suez route will maintain its supremacy for the reason that the less tea is handled and the shorter the railroad journey it has, the better its condition when it arrives at its destination West of the Rocky Mountains. The Suez route will probably continue in favour west of this line. San Francisco offers the best traffic facilities at present.

A FATAL MISTAKE IN AMERICA.

The *Cleveland* (Ohio, U.S.A.) *Press*, of Feb 23, 1883, publishes an account of a fatal surgical operation which has caused a great commotion among medical men throughout the whole country, Dr. Thayer, the most eminent surgeon in Cleveland, pronouncing it scandalous. It appears that a Mrs. King had been suffering for many years with some disease of the stomach which had resisted the treatment of all the physicians in attendance. The disease commenced with a slight derangement of the digestion, with a poor appetite, followed by a peculiar indescribable distress in the stomach, a feeling that has been described as a faint "all gone" sensation, a sticky slime collecting about the teeth, causing a disagreeable taste, especially in the morning. This sensation was not removed by food, but on the contrary, it was increased. The eyes then became tinged with yellow, and were sunken. After awhile the hands and feet became cold and sticky—a cold perspiration. There was a constant tired and languid feeling. Then followed a dreadful nervousness, with gloomy forebodings. When rising suddenly, there came a dizzy feeling like vertigo. After a time the bowels became costive, so that it was difficult to procure a movement without a cathartic. Soon followed a disposition to spit up the food after eating, sometimes in a sour, fermented condition. All this derangement caused a terrible palpitation of the heart, so as to make the breathing difficult. Finally, the patient was unable to retain any food whatever, and there was constant pain in the abdomen. All prescribed remedies failing to give relief a consultation was held, when it was decided that the patient had a cancer in the stomach, and, in order to save the patient's life, an operation was justifiable. Accordingly, on Feb. 22, 1883, the operation was performed by Dr. Vance, in the presence of Dr. Tuckerman, Dr. Perrier, Dr. Arms, Dr. Gordon, Dr. Lapner, and Dr. Halliwell, of the Police Board. The operation consisted in laying open the cavity of the abdomen and exposing the stomach, bowels, liver, and pancreas. When this had been done, an examination of the organs was made, but, to the horror and dismay of the doctors, there was no cancer to be found. The patient did not have a cancer. When too late, the medical men discovered that they had made a terrible mistake. They sewed the parts together and dressed the wound that they had made, but the poor woman sank from exhaustion and died in a few hours. How sad it must be for the husband of this poor woman to know that his wife died from the effects of a surgical operation that ought never to have been performed. If this woman had taken the proper remedy for dyspepsia (for this is what the disease really was), she would have been living to-day. Seigel's Curative Syrup, a remedy made expressly for dyspepsia or indigestion, has restored many such cases to perfect health after all other kinds of treatment have failed. The evidence of its efficacy in curing this class of cases is too voluminous to be published here, but those who read the published evidence in favour of this dyspeptic remedy do not question its convincing nature; and the article has an extensive sale. Sold by all Chemists and Medicine Vendors throughout the world, and by the proprietors, A. J. White, Limited, 17, Farringdon-road, London, E.C.

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Mr. W. Bouchier, Eastover, Bridgwater, sends the following:—

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SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [1685

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Hongkong, 28th April, 1885.

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150 Horses entered! Run about 3rd Nov.!

ALL PRIZES! NO BLANKS!

Tenth Annual Sweep of the popular "AUSTRALIAN TURF CLUB."
Organised 1868.

These Mammoth Drawings are supervised by the Ticket Holders, and witnessed by Members of the Press, Merchants, Lawyers, Doctors, Magistrates, and Members of Parliament.

CAPITAL £20,000 in 20,000 SHARES of £1 each, divided as follows:—

First Horse	£3,000	4 Prizes of £500–£2,000	
Second Horse	1,000	8 Prizes of 250	2,000
Third Horse	1,000	10 Prizes of 200	2,000
Starters divide	1,000	20 Prizes of 100	2,000
Non-Starters divide	1,000	Total.........	£15,000

The remaining £5,000 will be employed by the Club in making up a Book on the Cup and other races, that is, laying and taking the odds for and against certain horses, by an entirely new system, the success of which was practically proved last year, when the profits resulting therefrom realised over £12,000. The whole of the winnings, including principal and profits to be equally divided amongst those subscribers who will be unsuccessful in drawing either a horse or prize in the Great Sweep. Every subscriber to receive a prize, be it large or small. To avoid delay, all Hongkong prizes will be remitted immediately after race, by an order on the Chartered Bank of India, Australia and China, payable at Victoria Hongkong. Drawing held on the 20th October next. Printed slips of winning numbers posted to all Ticket Holders immediately after Money received too late will be returned. Ten per Cent. commission deducted from the prizes. In remitting money for tickets, send Bank Drafts, Post Office Orders, Notes, or Gold, latter should be registered; add sixpence extra to cover cost of return postage. Enclose self-addressed envelope. Address all letters and make all orders payable to THOMAS FAULKNER, Secretary, "A.T.C.," 635, George Street, Sydney, Australia. [726

"JAPAN GAZETTE," YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,
Hongkong, 23rd May 1877.

VESSELS ON THE BERTH.

FOR SINGAPORE.

THE Steamship

"HARTER,"

Captain Grandin, will be despatched for the above Port TO-DAY, the 19th instant, at THREE P.M.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 14th September, 1885. [1671

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Captain Butler, will be despatched as above TO-DAY, the 19th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1885. [1562

THE "GIBB" LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.

THE British Steamer

"SUEZ,"

Captain W. M. Dodd, will be despatched as above TO-MORROW, the 20th inst., at DAYLIGHT, instead of as previously notified.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Managers.

Hongkong, 15th September, 1885. [1678

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Westoby, will be despatched for the above Ports TO-MORROW, the 20th instant, at NINE A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 17th September, 1885. [1691

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE, VIA SINGAPORE AND JAVA PORTS.

(Calling at QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI).

THE Steamship

"AIRLIE,"

Captain Ellis, will be despatched for the above Ports on TUESDAY, the 22nd instant, at THREE P.M.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, 11th September, 1885. [1654

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE).

THE Company's Steamship

"JASON,"

Captain Milligan, will be despatched as above on WEDNESDAY, the 23rd inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th September, 1885. [1686

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENGARRY,"

Captain Taylor, will be despatched as above on or about the 26th instant.

This Steamer has superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 10th September, 1885. [1652

STEAM TO SINGAPORE, PENANG, AND BOMBAY.

THE P. & O. S. N. Co.'s Steamship

"ZAMBESI,"

Captain Bason, will leave for the above places on SATURDAY, the 26th instant, at Two P.M.

A. McIVER, Superintendent.

Hongkong, 17th September, 1885. [1696

STEAM TO KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"KASHGAR,"

Captain Speck, will leave for the above places on SUNDAY, the 27th instant, at DAYLIGHT.

A. McIVER, Superintendent.

Hongkong, 15th September, 1885.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"ORION,"

Captain S. Mersa, will be despatched as above on the 29th instant, at NOON.

For Further Particulars regarding Freight and Passage apply to the Agency of the Company, Praya Central.

O. BACHRACH, Agent.

Hongkong, 15th September, 1885. [1673

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"OOPACK,"

W. S. Thomson, Commander, will be despatched for the above Port on or about the 30th inst.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 18th September, 1885. [1699

VESSELS ON THE BERTH.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ROHILLA,"

will leave for the above place about 48 hours after her arrival with the next English Mail.

A. McIVER, Superintendent.

Hongkong, 16th September, 1885.

FOR LONDON AND HAMBURG.

THE 3/3 L II German Ship

"HEINRICH,"

Weyhausen, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 6th July, 1885. [1240

FOR HAVRE AND HAMBURG.

THE 3/3 L II German Ship

"COMET,"

Siegener, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 4th August, 1885. [1420

FOR HAVRE AND LONDON.

THE A 1 German bark

"KHORASAN,"

T. A. Visser, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 1st August, 1885. [1412

FOR NEW YORK.

THE 3/3 L II American Ship.

"BENJAMIN SEWALL,"

S. R. Ulmer, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 22nd August, 1885. [1525

FOR NEW YORK.

THE A 1 American Ship

"ANNIE H. SMITH,"

Brown, Master, will have quick despatch as above.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 5th September, 1885. [1619

FOR NEW YORK.

THE A 1 Amer. Schooner

"HAROLDINE,"

Tibbets, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 8th July, 1885. [1260

FOR NEW YORK.

THE 3/3 L. 1.1. American Ship

"R. E. WOOD,"

Gilkey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 20th July, 1885. [1324

FOR NEW YORK.

THE 3/3 L. I.I., American Ship.

"REPORTER,"

Bayley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 1st September, 1885. [1585

FOR NEW YORK.

THE 3/3 L.I.I. British Ship

"NAUPACTUS,"

Lovitt Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 12th September, 1885. [1664

FOR SAN FRANCISCO.

THE 3/3 L. II. British Bark

"MARQUIS OF LORNE,"

Raymond, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong 15th August, 1885. [1486

FOR SAN FRANCISCO.

THE 3/3 L. I.I. American Ship

"FRANK PENDLETON,"

E. P. Nichols, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

MELCHERS & Co.

Hongkong, 2nd September, 1885. [1592

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ATHOLL, Brit. str., Thomson.—Bun Hin & Co.
CARISBROOKE, Amr. str., Cass.—Order.
CENTAUR, Ger. bk., C. Offersen.—Wieler & Co.
CHANNEL QUEEN, Brit. bk., W. Le Lacheur.—Ed. Schellhass & Co.
COMET, Ger. ship, D. Siegener.—Carlowitz & Co.
GAELIC, Brit. str., Davidson.—Butterfield & Swire.
HAMPSHIRE, Brit. str., A. Child.—H. J. H. Tripp.
INDIA, Brit. str., M. H. Day.—Captain.
KILLARNEY, Brit. str., H. O'Neill.—Captain.
LORNE, Brit. str., Hunter.—Chinese.
MOUNT LEBANON, Brit. bk., C. H. Nelson.—Chinese.
PEKING, Brit. str., Heuermann.—Siemssen & Co.
PRINSESS WILHELMINA, Dut. bk., Brinckmeier.—E. Schellhass & Co.
PICCIOLA, Ger. str., Th. Nissen.—Order.
REPORTER, Amr. ship, R. Bayley.—Russell & Co.
RAPHAEL, Amr. ship, Harkness.—P. & O. S. N. Co.
SUEZ, Brit. str., W. M. Dodd.—Gibb, Livingston & Co.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1884.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1885.

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO," will be despatched for San Francisco, via Yokohama, on THURSDAY, the 24th Sept, at THREE P.M. taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %, from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 23rd September, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Acting Agent.

Hongkong, 9th September, 1885.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, PLYMOUTH, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "VERONA," Captain M. de Horne, with Her Majesty's Mails, will be despatched from this for LONDON direct via SUEZ CANAL and usual Ports of call on FRIDAY, the 25th instant, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer calls at Marseilles.

After the "VERONA" and until further notice, the P. & O. Co.'s Mail Homeward Steamers will leave this Port every alternative TUESDAY, the first of such departures being on 13th October.

A. McIVER, Superintendent.

Hongkong, 16th September, 1885.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

LONDON AND ANTWERP, BORDEAUX, LE HAVRE, AND DUNKIRK.

ON THURSDAY, the 1st day of October, 1885, at NOON, the Company's Steamship "ANADYR," Commandant Reynier, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 30th September, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th September, 1885.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 3rd October, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %, from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Acting Agent.

Hongkong, 19th September, 1885.

ESTABLISHED IN 1852.

L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,
ROOMS 20 AND 21, MERCHANTS' EXCHANGE, CALIFORNIA STREET, S. F.

N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.

The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

MAIL TABLES.

THE TABLE of ARRIVALS and DEPARTURES of ENGLISH and FRENCH MAILS at and from LONDON and HONGKONG with Anglo-Chinese Calendar can be had at 10 Cents each or $1 per dozen.

"Daily Press" Office,
5th January, 1885.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Rohilla*, with the next outward English mail, left Singapore on the morning of the 17th, and may be expected to arrive here on or about the 22nd instant.

THE AMERICAN MAIL.

The P. M. steamer *City of New York*, with the next American mail, left San Francisco on the 2nd September, and is due here on or about the 3rd October.

STEAMERS EXPECTED.

The steamer *Gratitude* left Singapore on the 25th August, and may be looked for here on or about the 19th inst.

The Austro-Hungarian Lloyd's steamer *Orion* left Singapore on the afternoon of the 13th, and is due here on the 20th instant.

The O. S. S. Co.'s steamer *Jason* left Singapore on the afternoon of the 15th, and is due here on the 21st instant.

The Shire Line steamer *Pembrokeshire* left Singapore on the 18th, and may be looked for here on or about the 24th instant.

POST-OFFICE NOTICES.

Attention is invited to the following particulars on the subject of Local Delivery:—

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected (Postal Guide, par. 159).

The above Regulation is not new, but has been the invariable rule of the Post Office for many years. Considerable efforts have been made to secure its being generally understood. To prevent, however, if possible, any further disappointment in the matter, it will appear permanently in the Mail Lists issued twice every day from the *Daily Press* Office.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressees need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow.—Per *Danube*, to-day, the 19th inst., at 11.30 A.M.

For Nagasaki.—Per *Deuteros*, to-day, the 19th inst., at 1.30 P.M.

For Singapore.—Per *Harter*, to-day, the 19th instant, at 2.30 P.M.

For Hoihow and Pakhoi.—Per *Melita*, today, the 19th inst., at 3.30 P.M.

For Swatow and Tientsin.—Per *Pechili*, today, the 19th inst., at 3.30 P.M.

For Saigon.—Per *Carrisbrooke*, to-day, the 19th inst., at 3.30 P.M.

For Foochow, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Suez*, to-day, the 19th inst., at 5.00 P.M.

For Swatow, Amoy, and Foochow.—Per *Namoa*, to-morrow, the 20th inst., at 8.30 A.M.

For Singapore and Penang.—Per *Lorne*, on Monday, the 21st inst., at 3.30 P.M.

For Manila.—Per *Æolus*, on Monday, the 21st inst., at 4.30 P.M.

For Singapore, Batavia, Sourabaya, Samarang, Panarocoan, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Airlie*, on Tuesday, the 22nd inst., at 2.30 P.M.

For Manila.—Per *Diamante*, on Tuesday, the 22nd inst., at 4.30 P.M.

For Saigon.—Per *Iolani*, on Wednesday, the 23rd inst., at 4.30 P.M.

For Straits and Bombay.—Per *Zambesi*, on Saturday, the 26th inst., at 1.30 P.M.

For Kobe and Yokohama.—Per *Kashgar*, on Saturday, the 26th inst., at 5.00 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Anadyr* will be despatched on THURSDAY, the 1st October, with Mails for the United Kingdom, Europe, and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters
3.10 P.M.—Letters may be posted with late fee of 10 cents until—
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents
Post Cards, each	3 Cents
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents
Do. with return receipt ...	15 Cents

Commercial papers signify such papers as though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 cents.

SOLDIERS' AND SAILORS' LETTERS.

(1.) Privates in H. M. Army or Navy, Non-commissioned Officers,* Bandmasters, Schools masters (not Superintending or First Class Writers, or School-mistresses may send half-ounce letters to the United Kingdom by the English Mail at the rate of two cents (one penny) each, or by the French Mail at the rate of four cents (two pence) each. The postage may be prepaid either in Imperial or in Hongkong Stamps, but not by *both* kinds on the same letter.

(2.) To other places not beyond Great Britain, such as India, Malta, &c., the postage is 2 cents one penny).

(3.) The same privileges apply to letters addressed to the Private and Non-commissioned Officers named above.

(4.) The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent even with the ends open.

(5.)—If *from* a Soldier or Sailor his class and description must be stated in full on the letter the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c. in full. If *to* a Soldier or Sailor, his class and description with name of regiment, ship, &c., must be stated in full.

(6). Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz:—Conductor, Gunner, Boatswain, or Carpenter

COMMERCIAL INTELLIGENCE.

FRIDAY, 18th September.

EXPORT CARGOES.

Per steamship *Glamis Castle*, sailed on the 16th September:—For London—47,271 lbs. congou, 236,621 lbs. scented caper, 26,649 lbs. scented orange pekoe, 3,679 lbs. sorts, 161 bales waste silk, 85 rolls matting, 844 packages preserves, 99 packages sundries.

Per steamship *Yangtsé*, sailed on the 17th September:—For Continent—1,228 bales silks, 92 bales waste silk, 20 cases silks, 87 bales cocoons, 21 cases Pongees, 750 boxes tea, 427 half-chests tea, 60 chests tea, and 201 packages sundries. For London—449 bales silk, 106 bales waste silk, 1 case chinaware, 1 case silks, and 225 packages sundries.

OPIUM.

Quotations are:—

Malwa (New)..........$500 to 510 per picul, allce. [of 1½ to 2¼ catties.

Malwa (Old)..........$530 to 540 per picul, allce. [of 2¼ to 3 catties.

Patna (New)..........$575 per chest.

Benares (New)......... 560 „ „

Benares (Old)......... 540 nom. „ „

EXCHANGE.

ON LONDON.—
- Telegraphic Transfer 3/5¼
- Bank Bills, on demand..........3/5¾
- Bank Bills, at 30 days' sight..........3/5¼
- Bank Bills, at 4 months' sight..........3/5¾
- Credits, at 4 months' sight..........3/6
- Documentary Bills, at 4 months' sight..........3/6½

ON PARIS.—
- Bank Bills, on demand..........4.36
- Credits, at 4 months' sight..........4.44

ON NEW YORK.—
- Bank Bills, on demand..........84
- Credits, 60 days' sight..........85½

ON BOMBAY.—
- Telegraphic Transfer..........228¾
- Bank, on demand..........229

ON CALCUTTA.—
- Telegraphic Transfer..........228¾
- Bank, on demand..........229

ON SHANGHAI.—
- Bank, at sight..........73¼
- Private, 30 days' sight..........74½

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—161 per cent. premium.

Union Insurance Society of Canton, Limited—$490 per share.

China Traders' Insurance Company's Shares—$63 per share.

North China Insurance—Tls. 300 per share.

Yangtsze Insurance Association—Tls. 122 per share.

Chinese Insurance Company, Limited—$175 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$82½ per share.

Hongkong Fire Insurance Company's Shares—$367½ per share.

China Fire Insurance Company's Shares—$75 per share.

Hongkong and Whampoa Dock Company's Shares—65 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$49 per share premium.

Indo-China Steam Navigation Co.'s Shares—17½ per cent. discount.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$57½ per share.

Hongkong Gas Company's Shares—$90 per share.

Hongkong Hotel Company's Shares—$100 per share.

China Sugar Refining Company, Limited—$85 per share.

China Sugar Refining Company (Debentures)—1 per cent. premium nominal.

Luzon Sugar Refining Company, Limited—$80 per share.

Hongkong Ice Company's Shares—$165 per share.

Hongkong and China Bakery Company, Limited—$118 per share.

Perak Tin Mining and Smelting Company—$20 per share.

Selangor Tin Mining Company—$13 per share.

Perak Sugar Cultivation Company—Tls. 12 per share.

Hongkong Rope Manufacturing Company, Limited—$68 per share.

Hongkong Glass Manufacturing Co., Limited.—Par.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
September 18th.

Thermometer—9 A.M.	79
Thermometer—1 P.M.	83
Thermometer—4 P.M.	80
Thermometer—9 A.M. (Wet bulb)	75
Thermometer—1 P.M. (Wet bulb)	75
Thermometer—4 P.M. (Wet bulb)	75
Thermometer—Maximum	83
Thermometer—Minimum (over night)	78

HONGKONG TIDE-TABLE.

19TH TO 25TH SEPTEMBER, 1885.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time. h. m.	High Water. Height. ft. in.	Low Water. Hongkong Mean Time. h. m.	Low Water. Height. ft. in.
Sa.	19	m 5 12	9 11	0 30 a	0 5
		8 9 a	2 9	11 30 a	2 4
S.	20	m 6 13	4 1	1 0 a	0 3
		9 25 a	2 11		
M.	21	m 6 59	4 4	m 0 28	2 0
		4 37 a	3 2	1 35 a	0 1
Tu.	22	m 7 39	4 5	m 1 13	1 7
		8 50 a	3 6	2 3 a	0 0
W.	23	m 8 14	4 6	m 1 53	1 2
		9 6 a	3 10	2 31 a	—0 1
Th.	24	m 8 54	4 8	m 2 33	0 9
		9 46 a	4 2	3 0 a	0 0
F.	25	m 9 35	4 5	m 3 14	0 4
		9 47 a	4 5	3 50 a	0 2

The height of mean sea-level has been determined at 7.09 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

17th September 1885, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.84	90	65	W	1	b	—
Haiphong	29.85	85	83	E	2	c	—
Hongkong	29.89	78	80	ENE	4	c	—
Amoy	30.03	83	75	NE	3	c	—
Shanghai	29.95	76	70	N	3	c	—
Nagasaki	29.90	—	—	N	4	—	—
Wladiwostock	29.81	56	—	NE	2	c	—

18th September, 1885, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.93	85	73	SW	1	b	—
Haiphong	29.96	82	71	E	1	b	—
Hongkong	30.00	78	83	ENE	4	o	0.05
Amoy	30.10	79	74	NE	3	c	—
Shanghai	29.94	73	83	NE	3	b	—
Nagasaki	29.91	—	—	N	3	—	—
Wladiwostock	29.95	51	—	—	0	o	—

The Barometer has risen. Gradients continue rather steep for N.E. winds. The temperature and humidity continue moderate. Fine weather prevails.

W. DOBERCK.
Hongkong Observatory, 18th September, 1885.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.89	30.00	29.94
Temperature	78	78	79
Humidity	80	83	73
Direction of wind	E.N.E.	E.N.E.	E.
Force of wind	4	4	4
Weather	o.	o.	c.
Rain	—	0.05	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 18th September, 1885.

INSURANCES.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [1

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January 1882. [16

THE STANDARD LIFE ASSURANCE COMPANY.
ESTABLISHED 1825.

Accumulated Funds 31st Dec., 1884 ...£ 6,466,527
Annual Revenue ... Do. ...£ 883,884
Subsisting Assurances Do. ...£20,467,582

The Undersigned having been appointed Agents in Hongkong for the above Company are prepared to receive proposals for LIFE ASSURANCE.

Policies will be issued immediately on Acceptance of Risks by the Board of Directors in Shanghai.

THE BORNEO CO., LIMITED.
Hongkong, 30th June, 1885. [1208

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED to ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [17

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong 26th July, 1872. [11

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All CONTRIBUTORS of Business whether Shareholders or not are entitled to Share in the BONUS.

ADAMSON, BELL & Co.,
Agents.
Hongkong, July, 1885. [1277

THE PACIFIC MUTUAL LIFE INSURANCE COMPANY OF CALIFORNIA.

THE POLICIES of the Company impose no restriction upon Residence or Travel. LOWER RATES and BETTER RETURNS offered than by any other Life Insurance Company represented in this Colony.

A. HINZ,
Agent for China and Japan.
Hongkong, 8th September, 1885. [1631

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [636

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1883. [927

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.
Purely mutual; all profits belong to Policy-holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1883.

Accumulated Funds .... £11,379,944.
Surplus over all liabilities and Reserve Fund according to valuation made by the Government .... £ 2,139,338.
Income for year 1883........ £ 2,717,599.

C. SETON LINDSAY,
Res. Manager,
Department of the East.
BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.
461]

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [10

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1684

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European Tenements ....at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ....at ½ %. Net per Annum.
On Coals ....at 1 %. Net per Annum.
On Petroleum in licensed Godowns ....at 1½ %. Net per Annum.
On First-class Chinese Tenements ....at 2 %. Net per Annum.
On Second-class Chinese Tenements ....at 2½ %. Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [12

TO BE LET.

TO BE LET.
Possession 1st September, 1885.

THE DETACHED RESIDENCE known as "CRAIGENGOWER," Caine Road. Terms Moderate.

Apply to
HO KAI,
16, Bank Buildings,
Queen's Road.
Hongkong, 5th August, 1885. [1430

TO LET.

A VALUABLE SHOP in BANK BUILDINGS adjoining the Victoria Dispensary. Also TWO ROOMS Suitable for OFFICES or RESIDENCES.

Apply to
M. STEPHENS,
Solicitor, 18, Bank Buildings.
Hongkong, 3rd July, 1885. [805

TO LET.
(With Possession from 1st October next).

HOUSE No. 8, STANLEY STREET.
No. 31, WELLINGTON STREET.
GAS AND WATER LAID ON.
For Particulars, apply to
ROZARIO & Co.
Hongkong, 23rd July, 1885. [1350

TO BE LET.

THE NEWLY BUILT BUNGALOW "RHEDA," on Bonham Road, above Westbourne Villas; FIVE GOOD ROOMS, OUT OFFICES, and SMALL GARDEN.

Apply to
LINSTEAD & DAVIS.
Hongkong, 3rd September, 1885. [1608

TO LET.

OFFICES AND CHAMBERS, No. 7, QUEEN'S ROAD, lately occupied by Messrs. JARDINE, MATHESON & CO.

Apply to
BIRD & PALMER,
Who will exhibit Plans and arrange Offices to suit applicants.
Hongkong, 9th April, 1885. [717

TO LET.

SIX COMMODIOUS DWELLING HOUSES now being erected in UPPER PEEL STREET, at the back of the American Consulate. Rent Moderate, possession from 1st October next.

A BUNGALOW and OUT-HOUSES, at Kowloon. Rent $30 per month.

Apply to
ECA DA SILVA & Co.,
No. 19, Hollywood Road.
Hongkong, 18th July, 1885. [1318

TO LET.

BELVUE, Kowloon, with GARDEN and TENNIS COURT attached. Entry at once.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 26th August, 1885. [1537

TO LET.

THE OFFICES No. 54, Queen's Road Central, at present in the occupation of the HONGKONG, CANTON, AND MACAO STEAMBOAT Co., Limited.

Entry on or about 1st July, 1885.

Apply to
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 27th May, 1885. [1001

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1031

TO LET.

THE DWELLING HOUSE, PRAYA EAST, No. 12, Immediate Possession.

Apply to
MEYER & Co.
Hongkong, 5th May, 1885. [367

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [32

TO LET.

COLLEGE CHAMBERS (late HOTEL DE L'UNIVERS) Single Rooms or Suites of Apartments.
No. 4, OLD BAILY STREET.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 23rd June, 1885. [31

SHOP AND/OR GODOWNS

TO BE LET.

Apply to
A. S. WATSON & Co.
Hongkong, 28th July, 1885. [1376

TO BE LET.

HOUSE in ELGIN STREET with 6 ROOMS and OUT-HOUSES.
GODOWNS EASTWARD, Water Frontage.
GOODS received on STORAGE at Moderate Rates.

LINSTEAD & DAVIS.
Hongkong, 7th August, 1885. [1446

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1883. [860

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
Hongkong, 12th May, 1881. [13

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ %, nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [708a

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [195

THE "CEYLON OBSERVER."

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Subscription for China, Japan, Straits, &c., Rupees 19 per annum, in advance. Received at "Hongkong Daily Press" Office. [1979—1

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 13TH SEPT., 1885.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$85.00 to 87.50
Cotton Yarn, No. 28 to 32, per 400 lbs.	$96.50 to 97.50
Cotton Yarn, No. 38 to 42, per 400 lbs.	$106.50 to 109.00
Cotton Yarn, Bombay	$67.50 to 74.00
Chintz, per piece	70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
English Drills, 30 yards, per piece	$2.55 to 2.85
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 3.09
Grey T-Cloths, 24yds. & 32 in. 6lbs. p. pc.	$1.20 to 1.25
Grey T-Cloths, 24yds. & 32 in. 7lbs. p. pc.	$1.35 to 1.70
Grey T-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.60 to 1.85
Grey T-Cloths, 24yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
Grey T-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
White Shirtings, 54 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.65
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.30
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS

Blankets, 8 lbs., per pair	$1.15 to 3.55
Blankets, 9lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted, per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.65 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$4.45 to 4.60
Lead, LB, per picul	$4.20 to 4.25
Lead, Hole Chop, per picul	$4.05 to 4.25
Quicksilver, English, per picul	$55.00 to 55.20
Quicksilver, American, per picul	$55.00 to 55.20
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$22.00 to 9.50
Alum, 1st quality, per picul	$2.45 to .55
Alum, 2nd quality, per picul	$1.75 to 1.8
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.20 to 17.60
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$73.50 to 73.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 785
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Buffalo Cow Hides	$7.60 to 8.00
Camphor, packed, per picul	$11.70 to 13.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 28.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.50 to 10.40
Coals, Sydney, per ton	$9.40 to —
Coffee, per picul	$23.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.50 to 16.80
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.20 to 16.53
Cotton, Tientsin, per picul	$17.60 to 17.70
Cotton, Tungchow, per picul	$17.50 to 18.00
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$32.50 to 33.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.5 to 2.9.7
Dates, Red, per picul	Tls. 3.3.5 to 3.3.5
Dried Lily Flowers	$7.65 to 7.75
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.50 to 1.55
Flour, American, per barrel of 100 lbs.	$3.20 to 3.30
Flour, American, per barrel of 200 lbs.	$6.2 to 6.45
Fungus	$29.00 to 30.00
Flints, per picul	$0.50 to 0.63
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$33.00 to 37.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.0 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to .30
Oil, per picul	[illegible]
Peas, White, per picul	$2.15 to .20
Peas, Green, per picul	$2.25 to 2.20
Peas, Black, per picul	$2.15 to 2.15
Peas, Yellow, per picul	$2.06 to 2.12
Peas, Green Beans, per picul	$2.15 to 2.31
Pearl Barley, per picul	$6.50 to 7.8
Potatoe Flour, per picul	Tls. 1.3.1 to 1.6.5
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.82 to 1.8
Rice, Siam, No. 2, per picul	$1.76 to 1.7
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.43
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.72 to 1.74
Rice, Saigon, Straw bags	$1.70 to 1.71
Seaweed, Green, per picul	$1.05 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.43
Sesamum, White, per picul	$4.95 to 5.1
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.0
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.5
Straits Produce, &c.,—	
Betel Nut, per picul	$4.17 to 4.3
Pepper, White, per picul	$27.40 to 27.50
Pepper, Black, per picul	$18.80 to 19.50
Rattan, Straits, per picul	$5.25 to 5.45
Rattans, Bangar, per picul	$4.25 to 4.63
Sandal Wood, Malabar, per picul	$4.95 to 4.10
Sandal Wood, South Seas, per picul	$17.90 to 17.50
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.85
Sugar, Shek-lung, White, No. 1, p. pcl.	$5.21 to 5.54
Sugar, Shek-lung, White, No. 2, p. pcl.	$4.03 to 4.23
Sugar, Shek-lung, Brown, per picul	$.37 to 2.54
Sugar Candy, Shek-lung, per picul	$8.65 to 8.67
Sugar Candy, Foochow, per picul	$8.77 to 8.75
Sugar Candy, Swatow, White, per picul	$3.94 to 5.45
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.40
Wheat, Japan, per picul	$2.15 to 2.00
Wood Oil, per picul	Tls. 6.3.0 to 6.3.0
Window Glass, per box	3.15 to 3.2

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Æolus	Sept. 3	E. Tremoya	Span. str	321	Russell & Co	Manila
Airlie	Sept. 14	Ellis	Brit. str	1192	Russell & Co	Australia
Albany	Sept. 16	Ed. Porter	Brit. str	1489	Adamson, Bell & Co	
Arabic	Aug. 28	W. G. Pearne	Brit. str	4368	O. & O. S. S. Co	S. Francisco
Carisbrooke	Sept. 12	Cass	Amr. str	973	Order	Saigon
C. of R. Janeiro	Sept. 15	Seabury	Amr. str	3581	P. M. S. S. Co	S. Francisco
Danube	Sept. 17	J. Newton	Brit. str	561	Yuen Fat Hong	Swatow
Deuteros	Sept. 14	Leithjens	Ger. str	1197	Russell & Co	
Douglas	Sept. 18	M. Young	Brit. str	982	Douglas Lapraik & Co	
Estrella	Oct. 3	M. de Olea	Span. str	181	Remedios & Co	
Fame	—	Stonani	Brit. str	117	H. & W. Dock Co.	
Gaelic	Sept. 13	H. Davidson	Brit. str	2690	Butterfield & Swire	
Galveston	Sept. 17	W. Chater	Brit. str	1301	Arnhold, Karberg & Co	
Hampshire	Sept. 5	A. Child	Brit. str	1691	H. J. H. Tripp	
Hankow	—	Deville	Brit. str	2235	Butterfield & Swire	Canton
Harter	Sept. 18	Grandin	Brit. str	1193	Russell & Co	London
Heron	—	Oberg	Brit. str	—	Pustau & Co	
Honam	—	T. P. Jenning	Brit. str	1341	H. C. & M. Steamboat Co	Canton
Iolani	Sept. 9	E. Allason	Brit. str	981	Arnhold, Karberg & Co	Saigon
Kiukiang	—	A. Benning	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kiungchow	—	S. W. Goggin	Brit. str	298	H. C. & M. Steamboat Co	Canton
Lee-yuen	Aug. 19	C. Sins	Chi. str	735	C. M. S. N. Co	
Lorne	Sept. 8	Hunter	Brit. str	1035	Chinese	Singapore
Marcia	Sept. 15	W. Mitchell	Brit. str	1010	Siemssen & Co	
Melita	Sept. 14	H. Morck	Ger. str	339	A. R. Marty	
Namoa	Sept. 16	G. Westoby	Brit. str	833	Douglas Lapraik & Co	Coast Ports
Pasig	Sept. —	Fernandez	Span. str	284	Remedios & Co	
Pechili	Sept. 13	Sellar	Brit. str	880	Jardine, Matheson & Co	Tientsin
Peking	Sept. 19	Hauermann	Brit. str	951	Siemssen & Co	
Picciola	Sept. 9	Ph. Nissen	Ger. str	874	Butterfield & Swire	Bangkok
Pilot Fish	June 2	Robinson	Brit. str	161	Captain	
Powan	—	Lefavour	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Protos	Sept. 12	Sorensen	Ger. str	1003	Order	
Sea Gull	—	Lesbirel	Amr. str	18	C. Traders' Insurance Co	
Smit	Sept. 17	Resbaak	Dut. str	821	Chinese	
Soochow	Sept. 15	Lawson	Brit. str	327	Chinese	
Suez	Sept. 6	W. M. Dodd	Brit. str	1390	Gibb, Livingston & Co	Melbourne
Taichiow	Sept. 18	Jordan	Brit. str	862	Yuen Fat Hong	Bangkok
Tritos	Sept. 18	Bleicken	Ger. str	1340	Ed. Schellhass & Co	
Vespasian	Sept. 17	J. Alexander	Brit. str	792	Arnhold, Karberg & Co	
Volga	Aug. 30	Temple	Fr. str	1013	Messageries Maritimes	Yokohama
White Cloud	—	Clarke	Brit. str	652	H. C. & M. Steamboat Co	
W.-o'-the-Wisp	Dec. 22	Owston	Brit. str	166	Pustau & Co	For sale
Zafiro	June 16	—	Brit. str	675	—	
Zambesi	Sept. 16	Sam. Basson	Brit. str	1540	P. & O. S. N. Co	Bombay

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amy Turner	Sept. 16	A. W. Newell	Amr. bk	960	Russell & Co	
Anna Sishen	Aug. 18	Paulsen	Ger. bk	604	Wieler & Co	Newchwang
Annie H. Smith	July 9	R. B. Brown	Amr. sh	1452	Siemssen & Co	New York
Aurora	Sept. 15	Plettner	Brit. bk	295	Chinese	
Benj. Sewall	June 1	S. R. Nelmer	Amr. sh	1485	Pustau & Co	New York
B. H. Stoeaken	Aug. 4	Chas. Meyer	Ger. bq	237	Melchers & Co	
Bonnie Lassie	Sept. 11	Chapman	Brit. bk	351	Ed. Schellhass & Co	
Bua Chao	Aug. 27	Sandahl	Siam. bk	338	Chinese	
Carca Ventura	Feb. 27	Uresandi	Span. bk	991	Order	
Caroline	Sept. 4	Koch	Siam. sch	335	Chinese	
Centaur	Aug. 18	C. Offerson	Ger. bk	464	Wieler & Co	Newchwang
Ch'ron Kamrye	July 29	Krag	Siam. bk	489	Chinese	
Comet	June 18	D. Siegener	Ger. sh	1080	Carlowitz & Co	Hamburg
Edward May	Aug. 16	Johnson	Amr. bk	839	Russell & Co	
Elise	Aug. 19	C. F. Bruhn	Ger. bk	513	Wieler & Co	
Else	May 21	Brinckmeier	Ger. bq	287	Ed. Schellhass & Co	
Eng Lee	June 27	G. H. Korck	Siam. bk	326	Chinese	
Foochow	Sept. 14	J. H. Meyer	Siam. bk	300	Chinese	
Fortuna	Sept. 15	Soderstrom	Siam. bk	447	Chinese	
F. Pendleton	July 5	E. P. Nichols	Amr. sh	1351	Melchers & Co	S. Francisco
Friederich	Sept. 17	Spiesen	Ger. bk	595	Siemssen & Co	
Haroldine	June 27	Tibbets	Am. sch	1294	Arnhold, Karberg & Co	New York
Hei-cheong	Aug. 1	R. Milne	Brit. bk	325	Chinese	
Heinrich	June 22	Weybansen	Ger. sh	1181	Carlowitz & Co	Hamburg
Helene	Sept. 14	H. Behrman	Ger. sch	445	Wieler & Co	
Highlander	May 19	Bachelder	Amr. sh	1352	Russell & Co	
Khorassan	July 3	T. A. Visser	Ger. bk	1041	Captain	Havre
Linne	Aug. 29	Laurence	Brit. sch	928	Russell & Co	Callao
Livingstone	Sept. 11	Steffens	Ger. bk	531	Wieler & Co	
Marq. of Lorne	July 29	Raymond	Brit. sh	1143	Russell & Co	S. Francisco
Minerva	Sept. 16	P. Duhme	Ger. bq	319	Order	
Mount Lebanon	Sept. 16	C. H. Nelson	Brit. bk	530	Chinese	Honolulu
Naupactus	Aug. 20	Lovett	Brit. sh	1424	Russell & Co	New York
N. Gibson	Sept. 16	Bailey	Amr. bk	701	Russell & Co	
Papa	Aug. 18	Lorenzen	Ger. bk	748	Melchers & Co	
P. Wilhelmina	Sept. 16	Brinckmeier	Dut. bk	370	Ed. Schellhass & Co	
Raphael	June 22	Harkness	Amr. sh	1465	P. & O. S. N. Co	Foochow
Reporter	June 21	R. Bayley	Amr. sh	1450	Russell & Co	New York
R. E. Wood	May 23	Gilkey	Amr. sh	1400	P. & O. S. N. Co	New York
S. D. Carleton	July 17	Freeman	Am. bk	842	Arnhold, Karberg & Co	
South America	Sept. 18	Fowle	Amr. sh	1694	Order	
Titan	Aug. 28	C. H. Allyn	Amr. sh	1173	Captain	
Two Boys	April 11	Spirling	Am. sch	164	Blackhead & Co	
Ventura	Sept. 15	Vrasandi	Span. bk	992	Remedios & Co	
Walls Castle	Aug. 28	H. Kennett	Brit. bk	626	Lane, Crawford & Co	

MACAO.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ingraban	Sept. 16	Mussmann	Ger. str	895	Wieler & Co	
Kiang-ping	—	Holmes	Amr. str	360	Russell & Co	

WHAMPOA.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Archos	Sept. 15	Wm. Berker	Brit. bk	448	Chinese	
Channel Queen	Sept. 8	Lacheur	Brit. bk	609	Ed. Schellhass & Co	
Chi-yuen	Sept. 17	W. H. Lunt	Brit. str	1211	C. M. S. N. Co	
Clieveden	Sept. 14	F. Johnston	Brit. str	1114	Siemssen & Co	
Ta Lee	Sept. 14	Stolze	Ger. bk	342	Siemssen & Co	
Yangtsze	Sept. 15	Schultz	Brit. str	783	Siemssen & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
California	June 13	J. Sobrido	Span. bk	420	Lane, Crawford & Co	
Lucky	June 9	Reynolds	Siam. bk	424	Captain	
Mary Austin	Mar. 22	Mooney	Brit. str	140	Order	
Milton	April 22	Kurtzwig	Brit. str	220	Captain	

AMOY.
IN PORT ON 15TH SEPTEMBER, 1885.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Daniel	Sept. 9	P. Vogt	Ger. bk	400	Pasedag & Co	
Hermann	Sept. 6	M. Traulsen	Ger. bk	414	H. A. Petersen & Co	
Krist. Nilsson	Sept. 8	Thomsen	Ger. bg	280	H. A. Petersen & Co	
Nicoline	Sept. 14	Mahlmand	Ger. sch	331	Pasedag & Co	
Omega	Sept. 7	—	Brit. bk	480	Boyd & Co.	
Satsuma	Sept. 8	Suenson	Brit. bk	353	H. A. Petersen & Co	
Therese	Sept. 8	Lorenzen	Ger. bk	391	H. A. Petersen & Co	
Wagrien	Sept. 15	G. Jackse	Ger. sch	179	Boyd & Co	

FOOCHOW.
IN PORT ON 12TH SEPTEMBER, 1885.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albatros	Aug. 28	Bremsser	Ger. sch	216	Siemssen & Co	
Claro Babuyan	Sept. 3	Brown	Brit. bk	378	Siemssen & Co	
G. H. Wappaus	Aug. 19	Schroder	Brit. bk	531	Master	
Hedvig	Sept. 3	Anderson	Brit. bk	370	Siemssen & Co	
Minna	Nov. 15	Richter	Brit. bk	435	Captain	

SHANGHAI.
IN PORT ON 14TH SEPTEMBER, 1885.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Advance	Aug. 31	Bargum	Siam. bk	450	Captain	
Auguste	Sept. 13	Thompson	Brit. sch	210	Captain	
Chingtah	Sept. 17	Taylor	Chi. bk	456	H. M. Schultz	
Envoy	Aug. 22	Dethleffsen	Siam. bk	472	Captain	
Grandee	Sept. 4	Jacobs	Amr. sh	—	Frazar & Co	
Guiding Star	Sept. 5	Schnitger	Brit. bk	312	Mackenzie & Co	
Hilda	Sept. 3	Jensen	Brit. bk	306	Nils Moller	
Wallace	Aug. 22	Smith	Brit. sh	1583	Melchers & Co	
Wan. Minstrel	Sept. 8	Lundholm	Brit. sch	364	Chinese	

HIOGO.
IN PORT ON 5TH SEPTEMBER, 1885.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anna	Aug. 27	Helmers	Ger. sh	1327	Faber & Voigt	
Emily	July 26	Crichton	Brit. bg	255	Chinese	
Hudson	Aug. 8	Ferguson	Brit. sh	1497	Fearon, Low & Co	
Queen Emma	Aug. 6	—	Brit. bk	314	Walsh, Hall & Co	
St. Cloud	Aug. 11	Patten	Brit. sh	1328	Meyer & Co	
T'odor Rueger	Aug. 30	Mayer	Ger. sh	1575	Paul, Heinemann & Co	

NAGASAKI.
IN PORT ON 2ND SEPTEMBER, 1885.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kozaki Maru	—	Christensen	Jap. bg	400	M. B. M. Co	

YOKOHAMA.
IN PORT ON 8TH SEPTEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Androklos	July 5	Watt	Brit. bk	392	Chinese	
Artisan	Aug. 16	Dooyer	Brit. bk	1109	Frazer & Co	
Big Bonanza	July 18	Andrews	Amr. sh	1390	Adamson, Bell & Co	
Brazos	Aug. 17	Masson	Amr. bk	871	Paul, Heinemann & Co	New York
Chateaubriand	Sept. 4	Edwards	Brit. bk	409	Siong Hoo Chan & Co	
Felix	July 26	Poley	Ger. sch	50	F. Reiz	
Francisca	July 3	Gontard	Ger. bk	564	Siong Hoo	
Guam	Nov. 9	Smith	Brit. sch	215	A. Clark	
Oscar Mooyer	Aug. 27	Johannsen	Ger. bk	36	Chinese	
Penelope	Sept. 8	Miner	Brit. sch	68	J. J. Gray	
Rachel	Sept. 5	Affleph	Brit. bk	283	Chinese	
Willie	Aug. 31	Oala	Brit. bk	275	Chinese	

MANILA.
IN PORT ON 31ST AUGUST, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Antoinette	Aug. 21		Brit. bk	881	Peele, Hubbell & Co	Hongkong
Commonwealth	Aug. 24		Brit. sh	1315	W. F. Stevenson & Co	
Darra	July 23		Brit. bk	1390	Smith, Bell & Co	Liverpool
India	July 28		Span. bk	761	Marcaida y Granados	
Ingleside	July 17		Brit. sh	941	Tillson, H. & Co	New York
Iolanthe	July 18		Brit. sh	1595	Peele, Hubbell & Co	S. Francisco
Mabel Taylor	Aug. 13		Amr. sh	1239	W. F. Stevenson & Co	U. States
McLaurin	July 16		Amr. sh	1312	Peele, Hubbell & Co	U. States
Nervion	May 6		Span. bk	598	Smith, Bell & Co	
Rajah	Aug. 12		Ger. sh	1358	W. F. Stevenson & Co	
Shun Lee	Aug. 20		Brit. bk	650	Smith, Bell & Co	
Xenia	July 29		Amr. bk	1135	Peele, Hubbell & Co	U. States

ILOILO.
IN PORT ON 28TH AUGUST, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Aphrodita	Aug. 14		Brit. sh	1327	W. F. Stevenson & Co	Liverpool
Belle of Oregon	Aug. 12		Amr. bk	1110	Smith, Bell & Co	Boston
C. D. Bryant	Aug. 21		Amr. bk	925	In quarantine	
Colombus	Aug. 20		Ger. sh	1851	In quarantine	
Snow & Burgess	Aug. 20		Amr. sh	1577	W. F. Stevenson & Co	New York
Wildwood	Aug. 15		Brit. sh	1548	W. F. Stevenson & Co	New York
Wilna	July 28		Am. sh	1433	Peele, Hubbell & Co	U. States

CEBU.
IN PORT ON 21TH AUGUST, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
J. C. Pendleton	July 20		Amr. bk	894	Smith, Bell & Co	U. States
Paul Revere	Aug. 18		Amr. sh	1656	Macleod & Co	U. States
Pepita	July 20		Span. bk	882	Naval Authorities	
R. M. Hayward	July 29		Amr. bk	574	J. Smith	U. States
Santa Filomena	Aug. 7		Span. bk	453	Chinese	Manila

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Agamemnon	d.-s. turret ironclad	6	6360	Captain S. Long	Port Hamilton
Albatross	screw sloop	4	840	Com. Hicks	Amoy
Audacious	double-screw iron frigate	14	4830	Captain Pearson	Yokohama
Champion	corvette	14	2340	Captain Powlett	Nagasaki
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Nagasaki
Cockchafer	gunboat	4	470	Lt.-Com. Bofeler	Nagasaki
Curacoa	corvette	14	2540	Capt. J. G. J. Hunner	Hongkong
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	Hongkong
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Singapore
Firebrand	composite gunboat	4	460	Lieut. Com. Dickson	Nagasaki
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Manila
India	transport	—	—	Capt. M. H. Day	Hongkong
Invincible	double-screw ironclad	14	4030	Capt. C. E. Buckle	Singapore
Linnet	gunboat	5	1050	Commander G. W. Hill	Yokohama
Merlin	composite gunboat	4	430	Lt.-Com. R. B. C. Brenton	Nagasaki
Midge	double-screw gun-vessel	4	470	Com. Hothan	Hongkong
Pegasus	sloop	6	970	Capt. A. R. Beckford	Nagasaki
Rambler	composite gun-vessel	3	670	Com. Hon. Vereker	Hongkong
Sapphire	corvette	12	2380	Capt. R. G. Kingham	Singapore
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Korea
Tweed	double-screw gunboat	3	340	Commander Loane	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lt.-Com. Farquhar	Hongkong
Wanderer	composite sloop	3	750	Com. O. Churchill	Nagasaki
Wivern	turret ironclad	4	1450	Commander Davis	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Port Hamilton

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	300	Captain Schanz	Vladivostock
Alert	American corvette	4	800	Commander J. C. Barclay	Jenchuan
Aspic	French gunboat	4	—	Capt. M. de F. Jonquières	Chefoo
Atalante	French frigate	12	2400	Captain Treve	Saigon
Champlain	French cruiser	10	1450	Captain Martial	Chefoo
Comete	French gunboat	—	—	Captain Noirot	Haiphong
Decres	French cruiser	—	—	Capt. de Montequon	Saigon
Dives	French transport	—	—	Captain Legrand	Saigon
Djigit	Russian gunboat	—	—		Saghalien
Duchaffaut	French corvette	—	—	Capt. L. Moussaux	Yokohama
Elisabeth	German corvette	21	2100	Comd. Schering	Singapore
Ermak	Russian transport	4	80	Captain Kaltchan	Vladivostock
Gornostai	Russian gunboat	6	80	Commander Stark	Vladivostock
Iltis	German gunboat	4	340	Lieut.-Com. Hofmeir	—
Krayser	Russian cruiser	8	250	Captain Ustinoff	Petropolowsky
La Galissoniere	French frigate	14	2670	Captain Fleurinis	Chefoo
La Perouse	French cruiser	—	—	Captain Mequet	Chefoo
Lutin	French gunboat	4	100	Captain Dahar	Haiphong
Marion	American corvette	—	—	Com. M. Miller	Chemulpo
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Canton
Morge	Russian gunboat	7	80	Commander Boyle	Vladivostock
Nautilus	German gun-vessel	4	1600	Capt. Roetger	Yokohama
Nautilus	Austrian gunboat	3	—	Captain Spatzier	Hongkong
Nerpa	Russian gunboat	7	80	Commander Valrond	Vladivostock
Opritchnik	Russian cruiser	8	250	Capt. B. Ivashentsoff	Vladivostock
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Kobe
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Foochow
Primauguet	French corvette	—	—	Captain M. Gaze	Hongkong
Rasboynik	Russian cruiser	12	250	Captain Pojarsky	Yokohama
Roland	French cruiser	—	—	Captain Mayet	Chefoo
Sagittaire	French gunboat	—	—	—	Chefoo
Scobeleff	Russian corvette	9	2000		Fusan
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tamega	Portuguese gunboat	—	—	Capt. Avila	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	—	Captain Phythian	Yokohama
Triomphante	French ironclad	14	2400	Captain Dupont	Chefoo
Turenne	French frigate	14	4550	Captain Dupuis	Yokohama
Velasco	Spanish corvette	—	—	E. F. Butron	Hongkong
Vipère	French gunboat	4	—	Captain Peirevre	Hongkong
V. Monomach	Russian frigate	20	—	Captain Pollansky	Vladivostock
Vostock	Russian gunboat	4	—	Commander Molohousky	Vladivostock

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	450	265	Lim-kwok-chung	Canton
Chee-hing	Revenue cruiser	2	80	20	Chinese	—
Chien-jui	Revenue cruiser	2	80	17	do.	
Chien-to	Viceroy's gunboat	7	450	265	J. Stewart	Hongkong
Chop-chung	Viceroy's gunboat	5	500	300	Chinese	Canton
Chop-sai	Viceroy's gunboat	3	320	80	do.	Canton
Hai-cheong-ching	Viceroy's gunboat	4	320	200	do.	—
Hai-king-ching	Viceroy's gunboat	3	350	31	do.	—
Hoi-tung-hung	Viceroy's gunboat	3	350	200	do.	Canton
Lien-chi	Viceroy's gunboat	3	20	180	do.	Hongkong
Peng-chao-hai	Revenue cruiser	4	800	500	do.	Canton
Quang-on	Viceroy's gunboat	3	170	100	do.	—
San-hing	Viceroy's gunboat	3	150	100	do.	—
Sai-tsing	Viceroy's gunboat	4	350	180	Calder	—
Tching-on	Viceroy's gunboat	3	150	100	Chinese	—
Tching-po	Viceroy's gunboat	3	150	100	do.	—
Tchan-tung	Viceroy's gunboat	3	170	170	do.	—

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